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VENTURA COUNTY  
CIRCULATION ELEMENT  
NOVEMBER 1977

**ventura county  
circulation element**

**november 1977**



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1977 AMENDMENT  
TO THE  
VENTURA COUNTY CIRCULATION ELEMENT

ADOPTED NOVEMBER 8, 1977

PREPARED BY VENTURA COUNTY ENVIRONMENTAL  
RESOURCE AGENCY, BUILDING AND PLANNING  
SERVICES, IN COOPERATION WITH THE VENTURA  
COUNTY PUBLIC WORKS AGENCY AND THE CITIES  
OF CAMARILLO, FILLMORE, OJAI, OXNARD, PORT  
HUENEME, SANTA PAULA, SIMI VALLEY, THOUSAND  
OAKS, AND VENTURA.



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## INTRODUCTION

### The Need for the Amendment

The County Comprehensive Circulation Amendment Preferred Alternative has been developed in response to changes in policies and plans of the State, the County and the nine incorporated cities in Ventura County since the adoption of the 1971 Circulation Element to the General Plan. The major changes are briefly highlighted in the following:

\*The philosophy of planning has changed to recognize explicitly the many uncertainties of the future. Whereas the existing Circulation Element was based on an ultimate population of between 1.5 million and 2.0 million, the proposed Amendment is based on a population forecast of 632,000 in 1990 as adopted by the Ventura County Association of Governments (VCAG).

\*The County Open Space and Conservation Element adopted in 1973 reflects a considerable decrease in the amount of land available for urbanization from that anticipated when the Circulation Element was originally formulated. Consequently, many roads shown in the Circulation Element in areas now designated as Rural or Open Space in the Open Space Element are no longer needed.

\*All nine cities have either adopted or are in the process of developing and adopting new General Plans which reflect policy changes in anticipated growth and development.

\*A regional and sub-regional transportation planning effort, as mandated by State law, has been undertaken. The sub-regional transportation effort has resulted in studies and plans developed in the past four years which form a basis for this planning effort.

\*Local governments have experienced a decrease in purchasing power for road construction purposes, and have had to deal with increasingly tighter budgets. Consequently, relatively fewer funds are expected to be available in the future for road improvements.

\*A change in the philosophy of the State has been evidenced. The major changes include first, an emphasis on maintenance and transportation system management as opposed to new construction, and second, the competition for State and Federal highway funds has intensified with a probable reduction in funds for Ventura County (California Transportation Plan, adopted 1977).

### The Amendment Proposal

The Amendment generally includes those roads which provide regionally significant functions in servicing inter and intra-urban traffic demand. Through 1990 the plan is designed to accommodate the travel demands between the various urban areas of Ventura County as well as the inter-County traffic between Ventura County and Los Angeles, Santa Barbara and Kern Counties.

A road is usually portrayed on the proposed Amendment if it is a major thoroughfare of regional significance and its expected 1990 Average Daily Traffic Volume (ADT) is above 1,000, or is a road that is eligible to receive Federal Aid Secondary (FAS) Funds. The latter criteria is necessary because for a road to be eligible to receive FAS funds, the road must be a Select-System Road. The Circulation Element defines the Select System for Federal funding purposes.



The County and Cities' Circulation Elements are complementary; however, the Elements are not always identical due to differences in the level of detail. A city is concerned with "local" roads as well as major thoroughfares; whereas the County is not concerned with "local" roads per se. If conflicts arise the Circulation Element of a city takes precedence over the County Circulation Element in the incorporated areas. Additionally, the delineation of a road on the proposed Amendment does not necessarily imply that development should occur along the road corridor. The General Plans and planning policies of the County and respective cities take precedence in land development discussions. The Circulation Element follows and accommodates land use plans, it does not determine them.

Four maps accompany this report: the 1971 Ventura County Circulation Element, the 1977 Circulation Element Corridor Map, the Proposed Maximum Number of Lanes for the 1990 Circulation Element and Existing Roads of the 1990 Circulation Element, April, 1977.

The proposed 1977 Circulation Element Corridor Map and the 1990 Maximum Number of Lanes Map are the control documents; the text is only a generalized narrative describing the maps. In the event of any conflict, the maps take precedence. The Circulation Element Corridor Map represents more precise alignments than the 1990 Maximum Number of Lanes Map due to the printing process.

The Circulation Element Corridor Map and the 1990 Maximum Number of Lanes Map are proposed for adoption as official County policy; any change in either a general road corridor or maximum number of lanes requires a General Plan Amendment. The maximum number of lanes designation does not necessarily imply that a road will be widened, only that it may be widened only to the width proposed on the 1990 Maximum Number of Lanes Map. If factors change which require additional road widths from that proposed, a General Plan Amendment will be warranted.

For any given road the maximum number of lanes is determined by the following criteria: average daily traffic flow; the percentage of trucks in the traffic; the ratio of peak hour traffic to average daily traffic; the traffic volume on cross streets; left turn movements; and traffic directional splits.

This report is organized by Spheres of Interest as displayed in Figure 1. Changes between the 1971 and the Preferred Alternative Amendment are noted as deletions, additions, realignments and changes in status. A road proposed for a deletion from the Circulation Element which is now physically existing does not mean that the road will be physically removed. It means that the road is no longer considered to be of regional significance, thus removing it from consideration by the Circulation Element. Road improvements such as signalization are not discussed. In most instances, the proposed road changes are discussed in the Sphere of Interest where they first appear, from west to east in the county.

### Relationship to the Regional Land Use Program

Future land use decisions in Ventura County will be determined in large part by the results of the Regional Land Use Program (RLUP). This program, a cooperative planning effort of the County of Ventura, local cities and special districts, is aimed at managing and coordinating the common elements of four programs mandated by the State and Federal governments. These programs are the Ventura County Sub-Regional Transportation Plan, the Spheres of Influence Plan, the Areawide Wastewater Management Plan, and the Air Quality Maintenance Plan. Completion of the program is scheduled for mid-1978.

The proposed Amendment to the Circulation Element complements currently approved and adopted land use policies and plans; should these change as the result of RLUP or any other planning efforts, the Circulation Element as proposed will be amended to reflect the later decisions. In any event the Circulation Element is expected to be updated in order to incorporate new development trends and changes in planning policies and other elements of the General Plan. In addition, any amendment to the adopted County Open Space and Conservation Element should include review of the Circulation Element since the latter is in large part tied to the former.



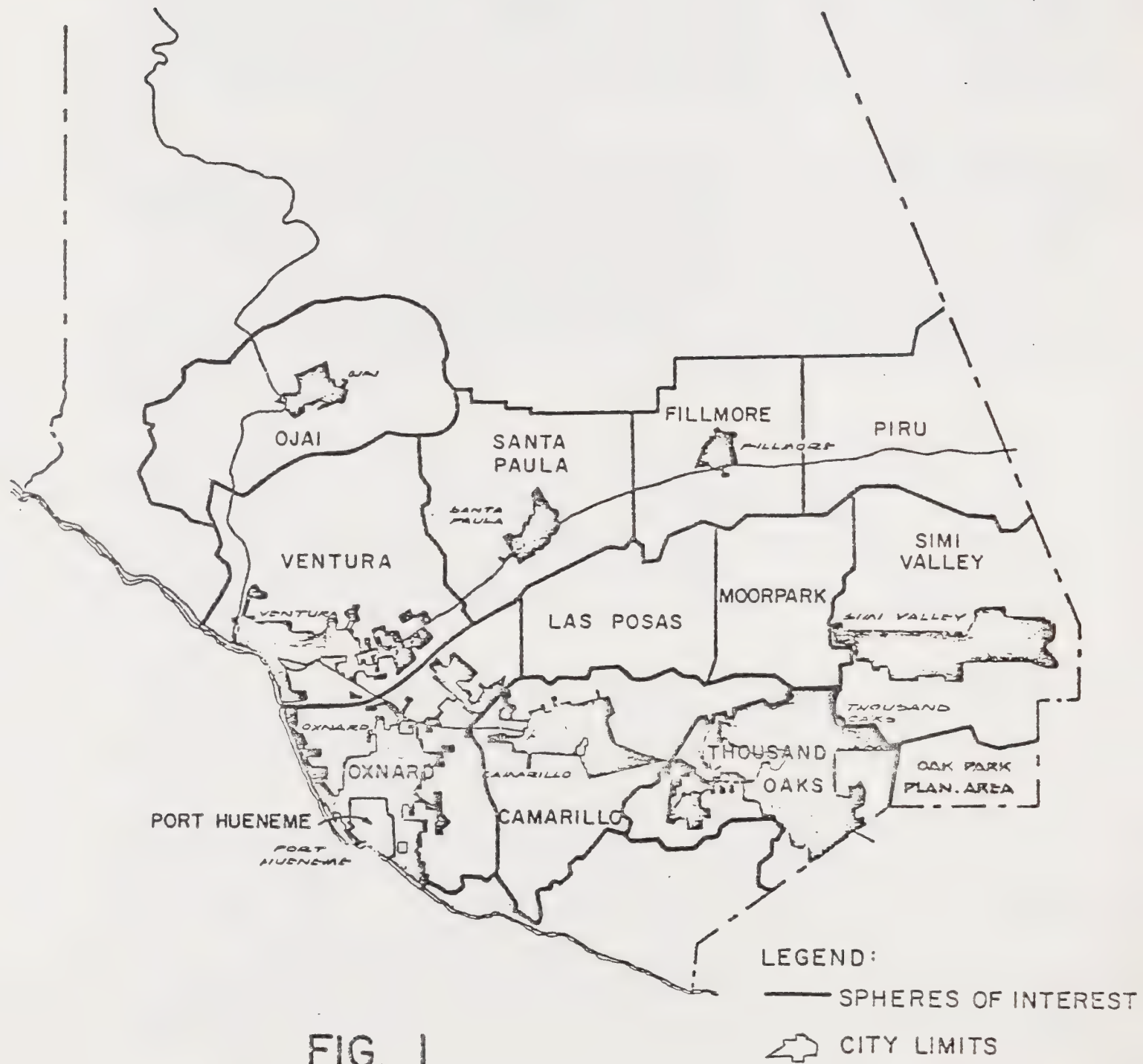


FIG. 1  
 SPHERES OF INTEREST BOUNDARIES  
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## CAMARILLO SPHERE OF INTEREST

The adopted 1975 Camarillo General Plan reflects a considerable change in land use planning for the Camarillo area with a commitment to contain urbanization and reduces the projected population. The Amendment Preferred Alternative eliminates previously projected roads in areas no longer expected to urbanize by 1990, reflects changes in funding policies, and assures sufficient roads internal to the urban area. Figure 2 portrays the Preferred Alternative for the Camarillo Sphere of Interest. As discussed in the Introduction, there are instances where a road is shown on a City or Community Circulation Element and not on the County Circulation Element. Legally, the City Circulation Element takes precedence in incorporated areas. Table 1 displays 1975 and projected 1990 population and land use estimates for the Camarillo area as assumed in the Ventura County Sub-Regional Transportation Plan - 1975.

### DELETIONS

#### Carmen Drive

Carmen Drive, south of Freeway 101 does not currently exist. The Camarillo General Plan proposes that Carmen Drive be constructed between Pleasant Valley Road and the Ventura Freeway. The proposed deletion is from Lewis Road to Pleasant Valley Road, a distance of approximately 2½ miles. The road south of Pleasant Valley Road is not needed for access, because the County Open Space and Conservation Element designates the area as Open Space, and the Camarillo General Plan designates the area as Agricultural.

#### Cawelti Road

Refer to Wooley Road, in the Oxnard Sphere of Interest.

#### Colonia Avenue

Refer to the Oxnard Sphere of Interest.

#### Etting Road

Etting Road currently exists as a 2-lane road from Ocean View School, west of State Freeway 1, to Wood Road. The proposed deletion is from Wood Road to Potrero Road, a distance of approximately 1½ miles. The County Open Space and Conservation Element designates the area as Open Space. Present and projected land uses are agricultural; presently the corridor is completely enclosed within Agricultural Preserves. The road is not shown in the Camarillo General Plan and is no longer needed to provide access in the area.

TABLE 1  
DEVELOPMENT TRENDS 1975-1990  
CAMARILLO GROWTH AREA

DEVELOPMENT TRENDS<sup>1</sup>

Development Factor	1975	Year 1990
Population	32,117	54,000
Land Use <sup>2</sup>		
Residential	2,891	4,212
Commercial	177	337
Industrial	219	475
Public Facilities	661	885
Average Daily Trips <sup>3</sup>	115,600	210,600
Jobs in Area	6,792	13,790

1 Based on 1975 Ventura County Transportation Study data.

2 In acres

3. Average Daily Trips assumed to be 3.6 trips/person/day in 1975 and 3.9 trips/person/day by 1990.



#### Flynn Road

Flynn Road exists in part between Mission Oaks Boulevard and the Las Posas Road extension and is shown on the Camarillo General Plan. The deletion is from Mission Oaks Boulevard south to Freeway 101 and is proposed for removal from the Element because the freeway off-ramp is no longer planned.

#### Las Posas Road

Las Posas Road is currently constructed up to about Lewis Road as a 2-lane road. The proposed deletion is from Upland Road terminating at Santa Rosa Road. County and City policies are to retain this area primarily as Rural or Open Space. The rationale for deleting this road are lower population projections for the area. The City of Camarillo General Plan portrays Las Posas Road as continuing east from Upland Road.

#### Ponderosa Drive

Refer to the Oxnard Sphere of Interest.

#### Price Road

Refer to the Las Posas Sphere of Interest.

#### State Freeway 34

Refer to the Ventura Sphere of Interest.

#### Wood Road

Wood Road is a 2-lane road which extends from State Freeway 1 to just south of the Camarillo Airport through unincorporated areas. It is proposed to delete that portion of Wood Road from Fifth Street to Pleasant Valley Road from the Circulation Element, a distance of approximately 3/4 mile. The area is designated as Open Space in the County Open Space and Conservation Element, and as Agriculture in the Camarillo General Plan.

#### Woodcreek Road

Currently exists from Mission Oaks to Santa Rosa Road. The proposed deletion would have extended south from Santa Rosa to Adolfo Road. The extension is not shown on the Camarillo General Plan.

#### Wooley Road

Refer to the Oxnard Sphere of Interest.

## PROPOSED ADDITIONS

### Adolfo Road

Currently only two very small segments of Adolfo Road, a 4-lane road, exists between Ponderosa Drive and State Freeway 101. The 1971 Circulation Element portrays the road in its entirety, with the exception of a link between Lewis Road and Flynn Road. The City General Plan designates the majority of this area for urban land uses and portrays Adolfo Road between Ponderosa Drive and State Freeway 101. Projected 1990 ADT's are in the range of 4,000-10,000, warranting its inclusion in the Circulation Element.

### Daily Drive/Mission Oaks Boulevard

The majority of Daily Drive and Mission Oaks Boulevard exists as a 2 to 4 lane road north of State Freeway 101 from Central Avenue to the proposed extension of Las Posas Drive and is shown on the City General Plan. Projected 1990 ADT is in the range of 5,200 to 12,000, warranting its inclusion in the Circulation Element.

### Las Posas Road/ Valley Vista Drive/Center School Drive

Las Posas Road, Valley Vista and Center School Drive currently exists as a 2-lane road, north of State Freeway 101 to Los Angeles Avenue. Projected 1990 ADT's are in the range of 1,600 in the northern segment to 12,200 in the southern segment. The Camarillo General Plan designates the area as rural density in the northern portion and urban in the southern portion. This road is proposed for inclusion because of its importance in the area with the deletion of Del Norte and Price Road which previously would have provided access.

### Pleasant Valley Road

Refer to the Oxnard Sphere of Interest.

### Temple Avenue

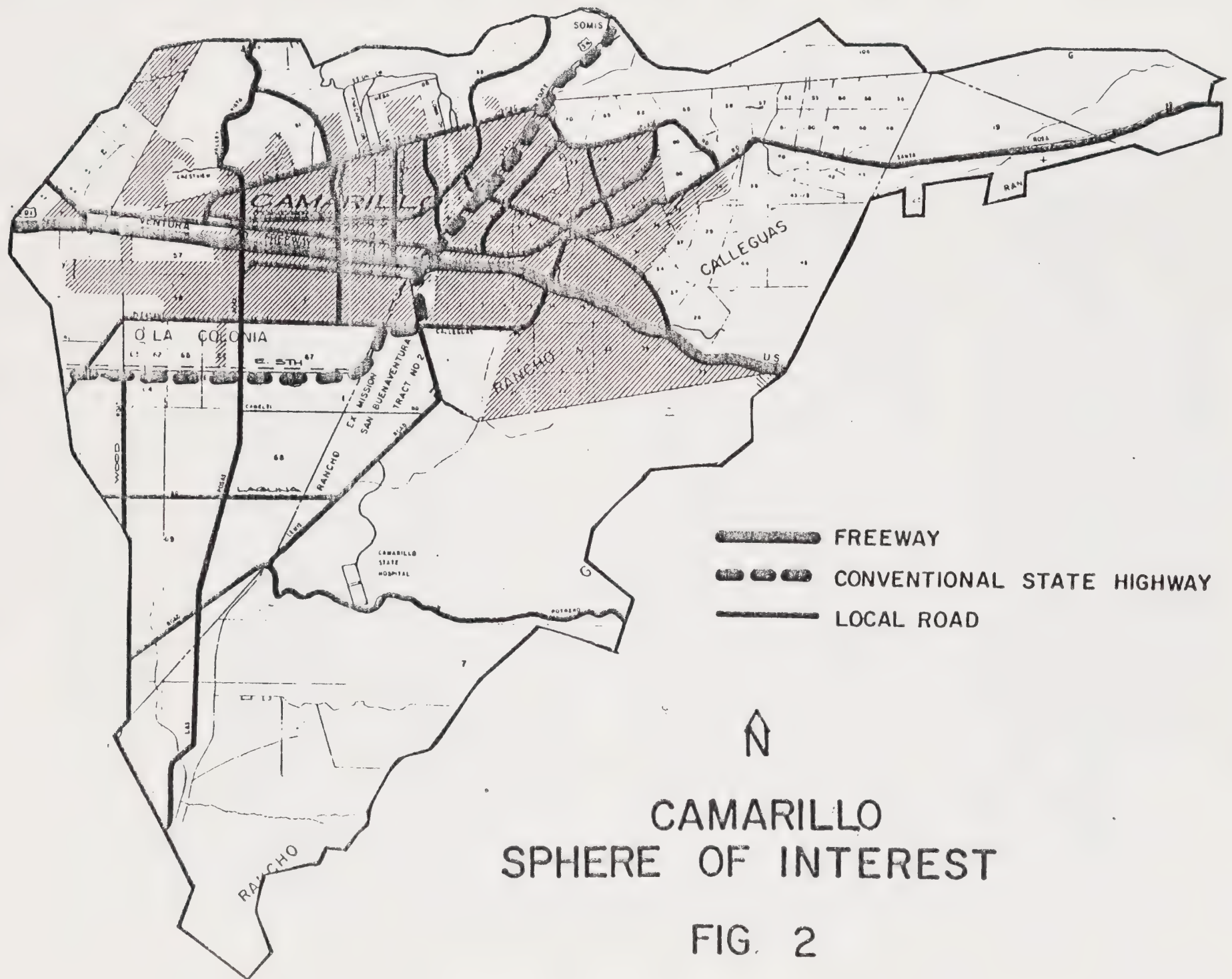
Temple Avenue exists in part from Lewis Road to Las Posas Road as a 2-lane road, and is shown on the Camarillo General Plan. Projected 1990 ADT's are in the range of 6,300 to 7,800.

### Unnamed Street

A proposed connector street at about Lantana Street or Establen Drive to Valley Vista Drive. The area traversed is hilly, and there is one agricultural preserve in the vicinity. This addition is needed to provide relief for Valley Vista Drive, a two-lane street with projected 1990 ADT's of 5900 in some segments. The Camarillo General Plan designates the area as rural density with a maximum of 2.5 units/acre. The road is not shown on the Camarillo General Plan.

### Upland Road

The proposed addition of Upland Road, north of Santa Rosa Road portrays the urban boundary for Camarillo on the General Plan.





## FILLMORE SPHERE OF INTEREST

The General Plan of the City of Fillmore is out of date and is in the process of being revised. The Plan projects a future population of 15,000 within the existing city limits and an ultimate population of about 19,500. Within the Fillmore Planning Area the General Plan projects a 1990 population of about 21,230. These figures contrast with the more recent 1990 projections adopted by the Ventura County Association of Governments of 11,500 for the City and 13,692 for the entire planning area.

The change in focus from an ultimate population to a 1990 population, the recent decreases in over-all population projections, and decreases in State and local highway building serve as the basis for deleting some roads and downgrading the status of others. These deletions, in turn, have placed additional importance on the existing roads which lead to proposals to include some streets in the Circulation Element not previously included. Figure 3 portrays the Preferred Alternative for the Fillmore Sphere of Interest. As discussed in the Introduction, these are instances where a road is shown on the City Circulation Element, and not on the County Circulation Element. Legally, the City Circulation Element takes precedence in the incorporated areas. Table 2 displays the 1975 and projected 1990 population and land use estimates in the Fillmore area as assumed in the Ventura County Sub-Regional Transportation Plan - 1975.

### PROPOSED DELETIONS

#### Atmore Road

Currently exists as an access road through Rancho Sespe south from South Main Street off Telegraph Road. The road was proposed to be extended south to proposed State Freeway 126, now deleted, and extended north to connect to Sycamore Avenue. The area is almost exclusively in agricultural uses with the extensive Rancho Sespe dominating the area around Atmore Road and smaller agricultural holdings to the north/east up Sespe Creek. Although Rancho Sespe itself is not an Agricultural Preserve, numerous small Preserves exist in the area. The County Open Space and Conservation Element designates the area as Open Space. The Fillmore General Plan does not anticipate urban uses to exist in the area through 1990. Atmore Road is proposed for deletion from the County Circulation Element because of the existing and projected rural nature of its service area.

#### Central Avenue

Currently a major commercial thoroughfare through Fillmore extending from River Street north to Foothill Drive. The proposed deletion would include existing Central Avenue as well as a previously proposed extension which would curve north/west to connect to Sycamore Road at

TABLE 2  
DEVELOPMENT TRENDS 1975-1990  
FILLMORE GROWTH AREA

DEVELOPMENT TRENDS<sup>1</sup>

Development Factor	1975	Year	1990
Population	8,009		11,500
Land Use <sup>2</sup>			
Residential	303		448
Commercial	42		62
Industrial	22		32
Public Facilities	55		213
Average Daily Trips <sup>3</sup>	28,800		44,850
Jobs in Area	2,200		3,590

1 Based on 1975 Ventura County Transportation Study data.

2 In acres

3 Average Daily Trips assumed to be 3.6 trips/person/day in 1975 and 3.9 trips/person/day by 1990.

Grand Avenue. The extension would have provided an additional access across Sespe Creek to serve development in the west bank which is no longer expected to occur. Most of the extension would have occurred in Open Space as defined by the County Open Space and Conservation Element although it would not pass through any of the numerous Agricultural Preserves in the area. The City General Plan does not list Central Avenue as a major road and does not show any extension beyond Foothill. Since without the extension across Sespe Creek, the road would have little or no regional significance, it is proposed for deletion from the County Circulation Element.

#### "D" Street

Currently exists as a residential street from south of River Street across Highway 126 to a point  $\frac{1}{4}$  mile north of Sespe Avenue. The proposed deletion includes the existing street as well as a projected segment extending north/east to connect to Central Avenue, also proposed for deletion, near Goodenough Road. The road is on the western edge of the city and is listed in an urban area in the County Open Space and Conservation Plan. No Agricultural Preserves exist in the area. The road was designed to serve as a by-pass around Fillmore for traffic going north from Highway 126 and to provide access to areas now projected to contain much smaller populations. One natural hazard, flooding from Sespe Creek, is a serious problem in the roads' service area and places a definite constraint on the location, amount, and type of development which can occur. The route is shown as a north/south Primary Road in the Fillmore General Plan although revisions of the Plan soon to be undertaken can be expected to downgrade and/or eliminate much of the road. Due to the relatively small traffic volumes expected on "D" Street it is proposed to delete the road from the County Circulation Element.

#### State Freeway 23

Currently exists as a rural two-lane road from Fillmore south on Chambersburg, west on Bellevue, south of Grimes Canyon Road to Broadway, east to Gisler Avenue, then south to Los Angeles Avenue and east to the existing State Freeway 23 in Moorpark. This route serves as the major route between Fillmore and the Simi Valley/Thousand Oaks area. The surrounding land uses are primarily agricultural uses or vacant with numerous Agricultural Preserves located along or near the route. The proposed deletion would have been a full freeway approximately paralleling the existing route. The State Highway Commission is currently considering de-adoption of this segment. Due to State attitudes, lower population projections for the Fillmore area, and County policies to preserve the rural environment of the Fillmore Sphere of Interest, it is proposed to delete this segment of Route 23 for consideration as a full freeway in the County Circulation Element.



## State Freeway 126

Currently exists as a two lane undivided highway travelling east-west through the Fillmore Sphere of Interest. Through much of Fillmore the highway becomes four lanes. A passing lane for west-bound traffic also exists near the eastern boundary of the Fillmore Sphere. The proposed deletion would involve an upgrading of the route to full freeway status and a realignment slightly to the south. Much of the route passes through the Fillmore urban area as defined by the County Open Space and Conservation Element although it would also pass through significant areas designated as Open Space as well as through some Agricultural Preserves. Although the freeway is shown on the City General Plan it has been de-adopted by the State Highway Commission and is no longer eligible for State funding.

## Grand Avenue

Currently exists as a rural collector street immediately west of Sespe Creek and north of Old Telegraph Road. The road services numerous small agricultural holdings throughout the area. It is proposed to delete Grand Avenue north of Sycamore Road. Beyond that point, Grand Avenue has no outlet and services only a few homes. The area is projected to remain in agriculture through 1990 and new population projections within the service area north of Sycamore are not deemed sufficient to justify inclusion of the road in the County Circulation Element.

## Largo Lane

Currently a small rural access road within Rancho Sespe between the Santa Clara River and Highway 126. The proposed deletion would extend from the deleted State Freeway 126 north to a deleted extension of Sycamore Road. Since Largo Lane is not expected to be improved, its connector streets no longer expected to be built, and the area projected to remain rural, it is proposed to remove the road from the County Circulation Element.

## PROPOSED ADDITIONS

### "A" Street

Currently a major north/south access route between north Fillmore and the center of the urban area. The road functions as a continuation of State Highway 23 north of the intersection with State Highway 126. Outside the City limits, "A" Street becomes Goodenough Road, providing access to the east side of Sespe Creek and the Los Padres National Forest. The City General Plan lists the road as a Secondary Road

through town. Land uses are a mixture of commercial, industrial and educational uses to the south and residential uses to the north. The portion proposed for inclusion runs totally within the City limits from State Highway 126 north to about 7th Street. This segment is proposed for inclusion in the County Circulation Element because it is a link in the regional transportation network and because it is a major arterial within the City of Fillmore.

#### 7th Street

Currently a rural two-lane road between Sycamore Road and Old Telegraph Road. Seventh Street is proposed for inclusion in the County Circulation Element because it provides north/south access to the two larger roads for the various agricultural uses in the area.

#### Old Telegraph Road

Currently exists as a two-lane rural road extending north/east of Telegraph Road to about Cliff Avenue then south/east across Sespe Creek into Fillmore. The road traverses Rancho Sespe and serves small agricultural holdings along the west bank of the creek. The area is designated as Open Space on the County Open Space and Conservation Element and contains numerous Agricultural Preserves. It is proposed to add Old Telegraph Road to the County Circulation Element because it serves as the major collector street in the area, and in conjunction with State Highway 126, provides the only road access across the Sespe Creek. The road is not expected to be significantly improved before 1990.

### PROPOSED STATUS CHANGES

#### State Highway 23

(See Freeway 23) Route 23 currently follows Chambersburg Road south of Fillmore, connecting first to Bellevue Avenue then Grimes Canyon Road and hence to Moorpark. Under the existing Circulation Element Route 23 is proposed to be upgraded to full freeway status and moved generally west of the existing route. Under this proposal the existing route would become a frontage road and reduced in status to that of Secondary Route. However, State Freeway 23 is currently under consideration for de-adoption by the State Highway Commission and is proposed for deletion from the County Circulation Element. Consequently, in recognition of the current and projected role of Chambersburg, Bellevue and Grimes Canyon as a portion of State Highway 23, it is proposed to upgrade the status of these roads in the County Circulation Element to that of a designated Conventional State Highway.

## State Highway 126

(See Freeway 126) Route 126 currently follows Telegraph Road and Ventura Street generally east/west through the Fillmore Sphere of Interest. The existing Circulation Element proposes an upgrading of Route 126 to full freeway status and a relocation of the road generally south of the existing route. Telegraph Road and Ventura Street would then be frontage roads for the limited access State Freeway 126 and be designated as Primary Roads. However, the State Highway Commission has de-adopted State Freeway 126 from consideration for State funds. Consequently, in recognition of the current and projected role of Telegraph and Ventura as a segment of Route 126 it is proposed to upgrade the designations of these streets to that of a Conventional State Highway.



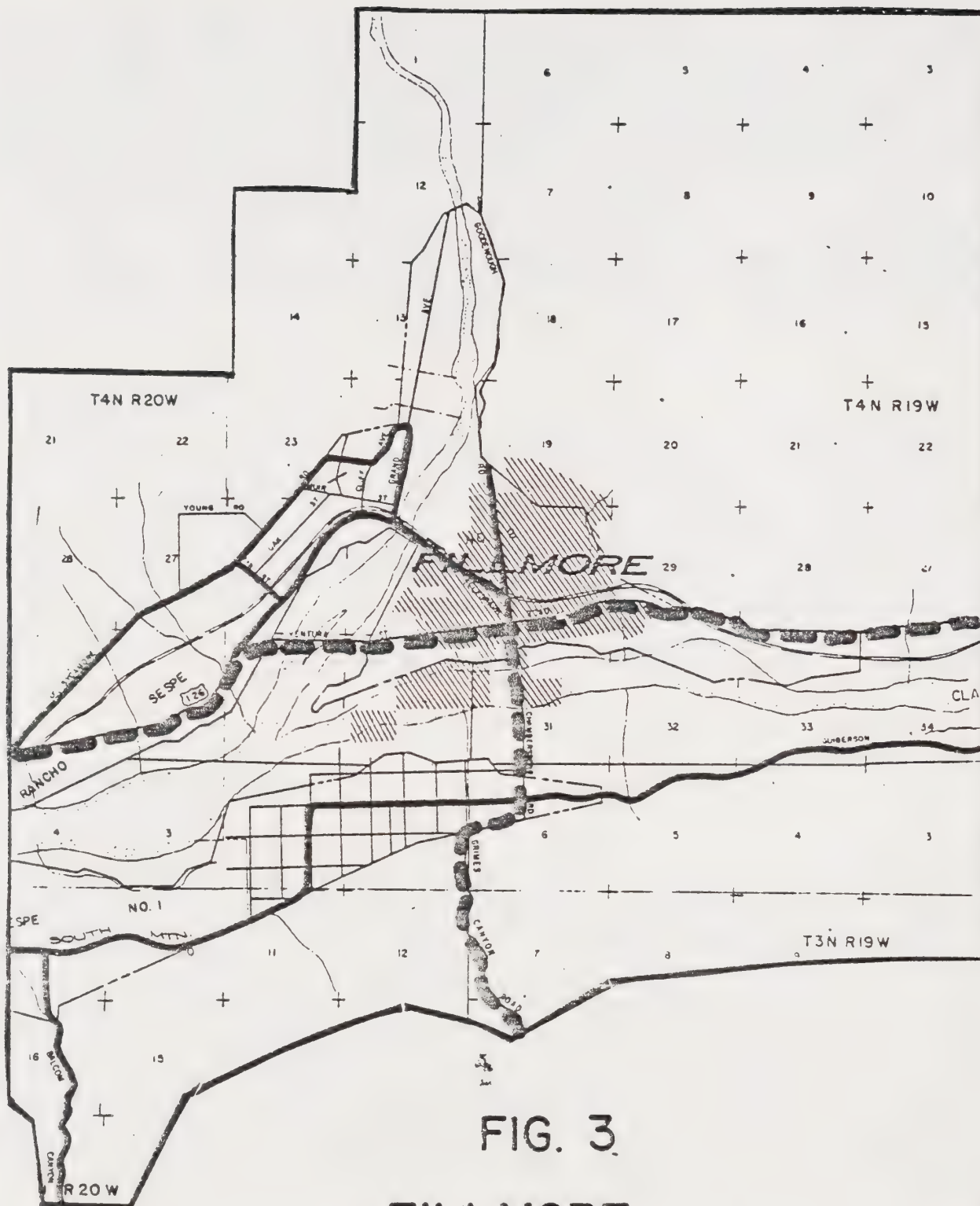





FIG. 3.

# FILLMORE SPHERE OF INTEREST

-  FREEWAY
-  CONVENTIONAL STATE HIGHWAY
-  LOCAL ROAD

## LAS POSAS SPHERE OF INTEREST

On September 27, 1971, the Ventura County Board of Supervisors voted unanimously to reject a Community General Plan which would have provided for large scale development in the Las Posas Valley. The roads shown on the 1971 Circulation Element, now proposed for deletion, were largely for the purpose of serving these developments. Figure 4 portrays the Preferred Alternative for the Las Posas Sphere of Influence. Table 3 displays the 1975 and projected 1990 population and land uses for the Las Posas area as assumed in the Ventura County Sub-Regional Transportation Plan - 1975.

### PROPOSED DELETIONS

#### Broadway

Broadway now exists as a 2-lane road for a short segment. The 1971 Circulation Element portrays Broadway as extending from Balcom Canyon Road to east of the proposed State Freeway 23, also proposed for deletion. As the service area of the road is projected to remain in agriculture through at least 1990, Broadway is proposed for deletion from the Circulation Element.

#### Donlon Road

Donlon Road currently exists as a short access road north of Los Angeles Avenue. The 1971 Circulation Element portrays the road extending south from Bradley Road to Los Angeles Avenue. However, the area is projected to remain in agriculture and consequently the extension is not needed and existing Donlon Road is proposed for deletion.

#### Sand Canyon Road

Sand Canyon extends a short distance north of Los Angeles Avenue. The 1971 Circulation Element portrays the road as extending from Los Angeles Avenue to an extension of Grimes Road, also proposed for deletion. The area is currently agricultural and is projected to remain so. Consequently, the road is no longer needed.

#### Roads North of Los Angeles Avenue

These roads include La Loma, School Road, Walnut Avenue, Price Road, (also that portion south of Los Angeles Avenue) Aggen Road, and Berylwood Road. These existing two-lane roads are shown on the 1971 Circulation Element because of a development proposal of Kaiser-Aetna, which is no longer planned. The area will remain in agriculture according to County policy, consequently the need to show these roads in the County Circulation Element no longer exists.

TABLE 3  
DEVELOPMENT TRENDS 1975-1990  
LAS POSAS GROWTH AREA

DEVELOPMENT TRENDS<sup>1</sup>

Development Factor	1975	Year	1990
Population	2,885		3,844
Land Use <sup>2</sup>			
Residential	167		224
Commercial	14		14
Industrial	0		0
Public Facilities	0		0
Average Daily Trips <sup>3</sup>	10,386		14,991
Jobs in Area	671		910

1 Based on 1975 Ventura County Transportation Study data.

2 In acres

3 Average Daily Trips assumed to be 3.6 trips/person/day in 1975 and 3.9 trips/person/day by 1990.



## PROPOSED ADDITION

### Center School Drive

Refer to Camarillo Sphere of Interest; listed under Las Posas Road/  
Valley Vista Drive/ Center School Drive.

## PROPOSED REALIGNMENTS

### Balcom Canyon Road

Balcom Canyon Road currently terminates at Bradley Road. The 1971 Circulation Element lists an alignment for Balcom Canyon Road which differs from what was actually constructed. The proposed realignment would bring the Circulation Element in compliance with existing Balcom Canyon Road.

### Grimes Canyon

The existing Circulation Element shows Grimes Canyon south of Broadway to Los Angeles Avenue in an alignment different from what currently exists. The proposed map realignment would reflect the existing route.

## PROPOSED STATUS CHANGES

### Fifth Street

Refer to the Oxnard Sphere of Interest.

### State Freeway Route 118



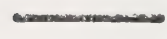
Refer to the Ventura Sphere of Interest

### Los Angeles Avenue

Refer to the Ventura Sphere of Interest

### State Freeway 34

Refer to the Ventura Sphere of Interest.

-  FREEWAY
-  CONVENTIONAL STATE HIGHWAY
-  LOCAL ROAD

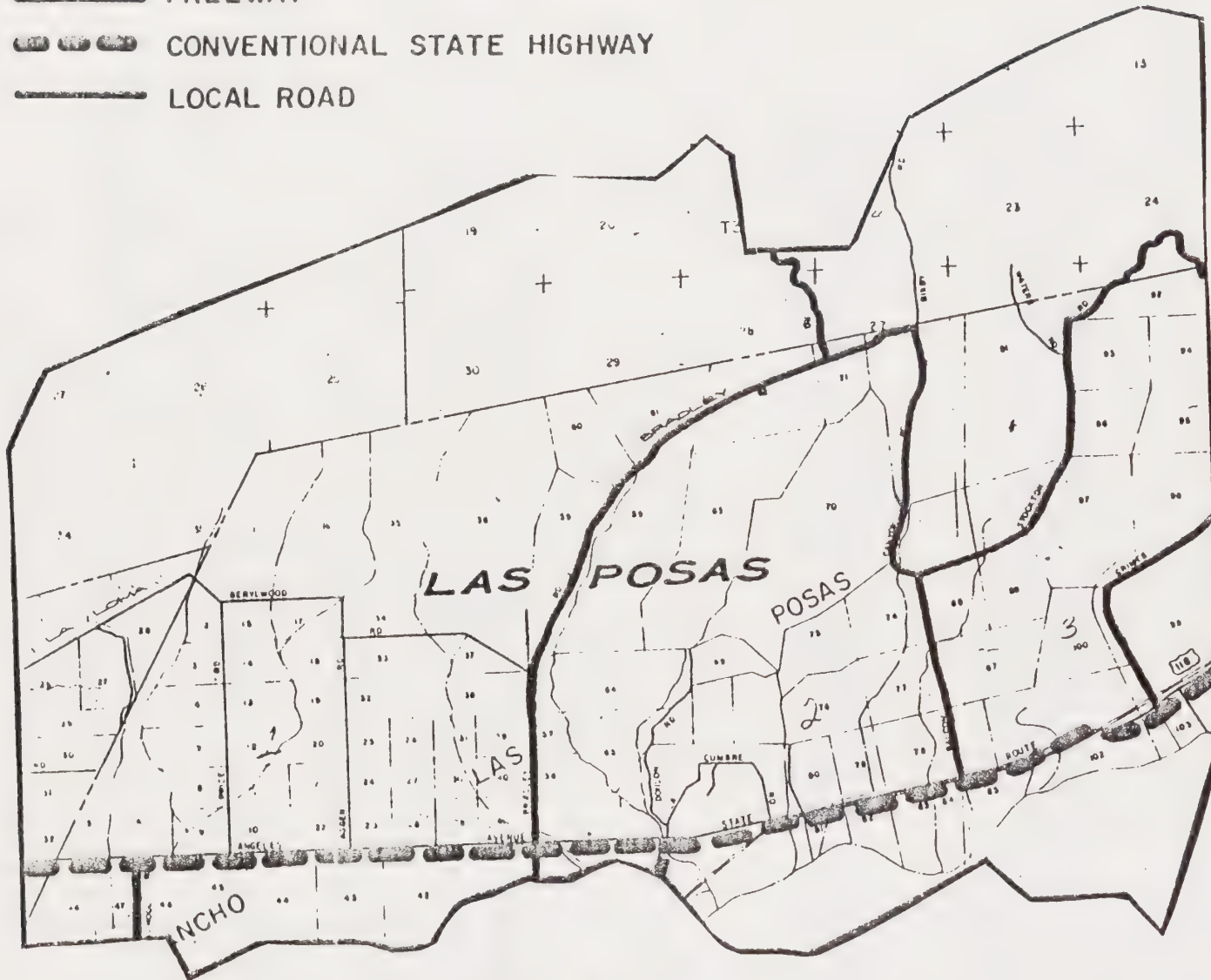


FIG. 4

LAS POSAS  
SPHERE OF INTEREST



## MOORPARK SPHERE OF INTEREST

The population of the general Moorpark area is approximately 5,000; the approved 1990 Ventura County Association of Governments adopted population is approximately 6,760. The 1974 Moorpark Community Plan Report projected an ultimate population for the planning area of 52,000. The Amendment Preferred Alternative will eliminate previously projected roads in areas no longer expected to urbanize, reflects changes in funding policies, and assures sufficient roads internal to the urban area. The Amendment Preferred Alternative is based on a target date of 1990, unlike the Community Plan which is based on an ultimate population. Figure 5 portrays the Preferred Alternative for the Moorpark Sphere of Interest.. Table 4 displays the 1975 and projected 1990 population and land uses for the Moorpark area as assumed in the Ventura County Sub-Regional Transportation Plan - 1975.

### PROPOSED DELETIONS

#### Broadway

Refer to Las Posas Sphere of Interest.

#### Fenmore Street

Fenmore Street currently exists as a two-lane road from College View Avenue to just east of Moorpark College. The extension of Fenmore east of the College shown on the existing Circulation Element is proposed for deletion while still including a proposed extension west of College View Avenue. No new development is proposed east of the College, consequently the proposed extension is no longer needed.

#### Gabbert Road

Gabbert Road currently exists north of Los Angeles Avenue. The existing Circulation Element proposes to extend it to Shekell Road. However, since the route's service area is projected to remain in agriculture the extension is no longer necessary and existing Gabbert is proposed for deletion.

#### Happy Canyon Road

Happy Canyon Road currently exists for about 1½ miles north of Hartford Street. A previously proposed extension would have run from the previously proposed State Freeway 23 to High Street. The majority of the area is projected to be non-urbanized, consequently the existing road and the extension are proposed for deletion.

#### High Street

The High Street deletion is from Walnut Canyon Road to the previously proposed Freeway 23. The road is no longer of regional significance because it will no longer serve in its intended function as an off-ramp for the freeway.



TABLE 4  
DEVELOPMENT TRENDS 1975-1990  
MOORPARK GROWTH AREA

DEVELOPMENT TRENDS<sup>1</sup>

Development Factor	1975	Year 1990
Population	4,258	6,000
Land Use <sup>2</sup>		
Residential	262	359
Commercial	32	44
Industrial	104	154
Public Facilities	610	610
Average Daily Trips <sup>3</sup>	15,300	23,400
Jobs in Area	847	1,710

1 Based on 1975 Ventura County Transportation Study data.

2 In acres

3 Average Daily Trips assumed to be 3.6 trips/person/day in 1975 and 3.9 trips/person/day by 1990.

### Lagoon Road

Lagoon Road does not currently exist, nor is it projected to be needed in the future due to reduced development plans for the area.

### Santa Rosa Road

Santa Rosa Road currently exists as a two-lane road west of Moorpark Road. The proposed deletion of Santa Rosa Road east of the present alignment of Moorpark Road does not currently exist. The area is now agricultural and is expected to remain so in the future.

## PROPOSED ADDITIONS

### College View Drive

College View Drive, from Los Angeles to Fenmore Street, is a four-lane road which is intended to replace Ponty Boulevard until Ponty Boulevard is built, then Ponty will become the road indicated in the Circulation Element.

### Tierra Rejada

Tierra Rejada west of State Freeway 23 was temporarily deleted from the 1971 Circulation Element pending a submittal of development plans. The road as shown construes the anticipated alignment in order to provide access for the new development proposed in the area.

### Princeton Avenue

Princeton Avenue to Fenmore Street is a four-lane road which provides regional access for the area.

## PROPOSED REALIGNMENTS

### Moorpark Road

The realignment of Moorpark Road south of the bridge across the arroyo is proposed in order to improve the capacity of the road. Also proposed is the realignment of Moorpark Road north of Santa Rosa Road and east of the alignment shown on the 1971 Circulation Element. The present alignment corresponds to that shown on the 1977 Preferred Alternative.

## PROPOSED STATUS CHANGES

### State Freeway 23

Refer to Fillmore Sphere of Interest.

### Grimes Canyon

Due to the proposed deletion of Freeway 23 it is proposed to designate Grimes Canyon Road north of Broadway as a conventional State Highway in recognition of its current and projected role as a part of State Highway 23. Although upgraded to highway status, no substantial improvements are proposed for Grimes Canyon through 1990.

### Los Angeles Avenue

Refer to the Ventura Sphere of Interest.

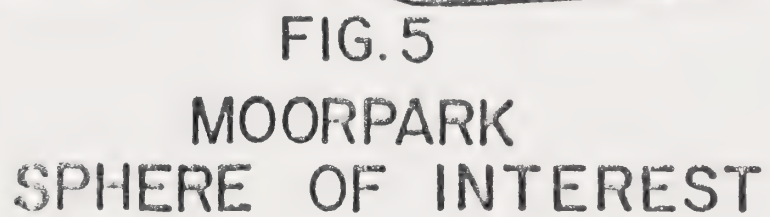
### Walnut Canyon Road

Walnut Canyon Road between Broadway and Los Angeles Avenue is proposed to be changed to a conventional State highway due to the deletion of State Freeway 23. In addition, that portion south of Los Angeles Avenue is deleted because a previously planned interchange with the freeway has been eliminated.





**CONCLUSIONS**



A

## OAK PARK PLANNING AREA

The Oak Park Community (Figure 6) is primarily rural in nature with a 1975 population of about 2,300 and a projected 1990 population of 9,300. The roads proposed for deletion are all in rugged mountainous terrain where no development is expected to occur.

Currently the only major access to Oak Park is Kanan Road which runs through Los Angeles County. Although Kanan Road itself is able to adequately service Oak Park and the adjacent developments in Los Angeles County, some congestion does occur at the interchange with Route 101. This congestion will be relieved by planned improvements at the interchange bridge which then should generally be able to handle projected traffic needs through 1990. By 1990 Kanan Road is projected to be extended to Lindero Canyon Road, thus providing increased access to the community. Table 5 displays the existing and projected population and land uses as assumed in the Ventura County Sub-Regional Transportation Plan - 1976.

### PROPOSED DELETIONS

#### Las Virgenes Road

Currently a residential collector immediately south of the County line in Los Angeles County. In Ventura County it becomes a private road servicing the Malibu County Club. The deleted segment would extend north through the Simi Hills to connect to Tapo Canyon Road and hence to Simi Valley.

#### Avenida de Los Arboles

The deleted segment would extend east from Westlake Boulevard to Los Angeles County, connecting to existing roads across the county line. The road would service the limited rural development in Bell Canyon within the Simi Valley Sphere of Interest. This development is currently served by roads in Los Angeles County and cannot be reached directly from Ventura County.

#### Vanowen Street

Designed to connect the existing street pattern in Los Angeles County to proposed Victory Avenue, also proposed for deletion.

#### Victory Avenue

Designed to run from Las Virgenes, also proposed for deletion, north/east into Los Angeles County.

TABLE 5  
DEVELOPMENT TRENDS 1975-1990  
OAK PARK GROWTH AREA

DEVELOPMENT TRENDS<sup>1</sup>

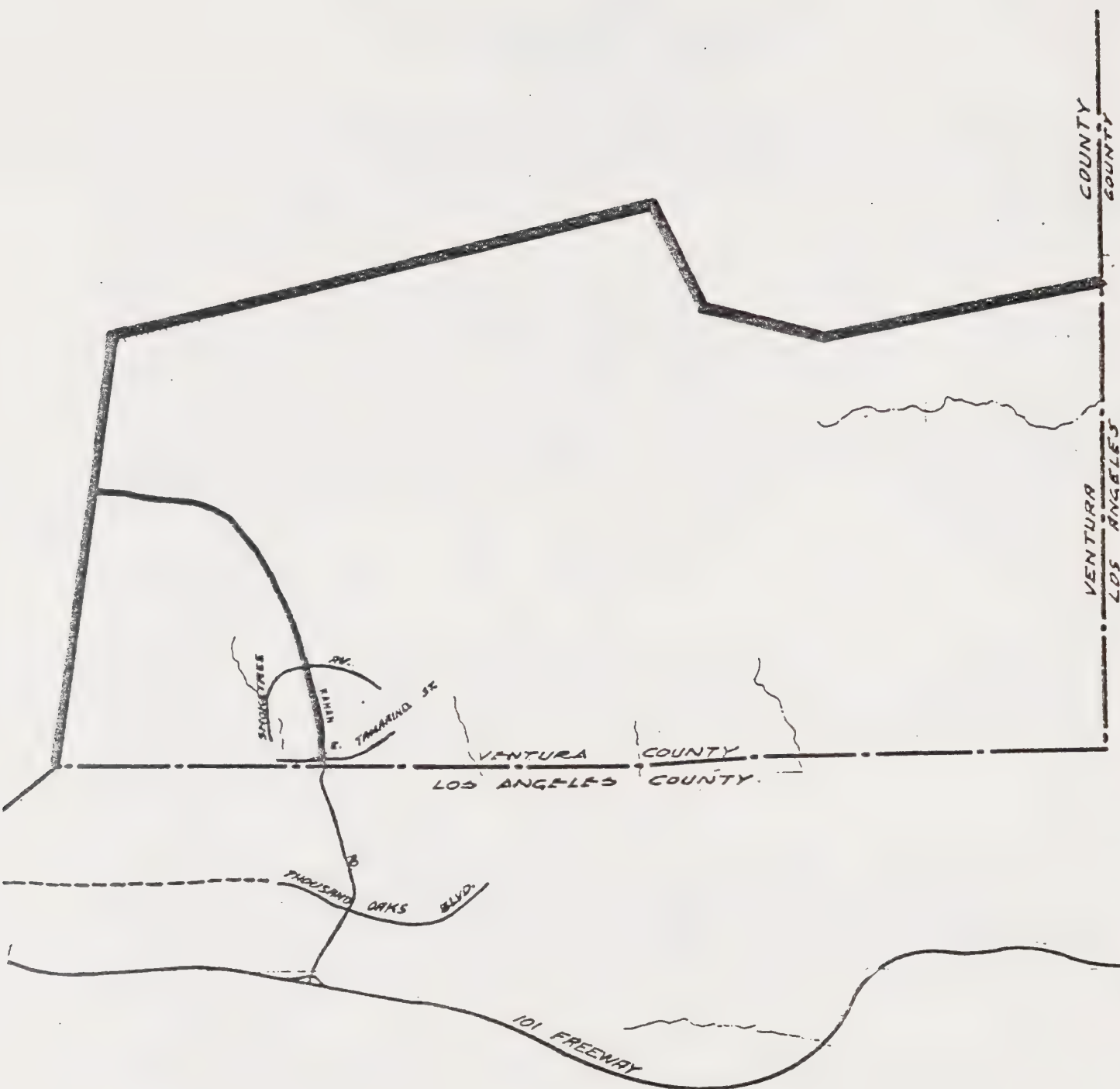
Development Factor	1975	Year 1990
Population	2,294	9,300
Land Use <sup>2</sup>		
Residential	87	410
Commercial	1	23
Industrial	0	0
Public Facilities	16	100
Average Daily Trips <sup>3</sup>	8,300	36,300
Jobs in Area	20	465

1 Based on 1976 Ventura County Transportation Study data.

2 In acres

3 Average Daily Trips assumed to be 3.6 trips/person/day in 1975 and 3.9 trips/person/day by 1990.





OAK PARK  
PLANNING AREA  
FIG. 6

— LOCAL ROAD

## OJAI SPHERE OF INTEREST

The Ojai Planning Area projected 1990 population has decreased from approximately 38,000 projected in 1971 to approximately 24,800 as adopted by the Ventura County Association of Governments in 1975. The City of Ojai is in the process of developing a new General Plan which will be part of a new County Plan for the Ojai Valley as a whole. The Amendment Preferred Alternative eliminates previously projected roads in areas no longer expected to urbanize, reflects changes in funding policies, and assures sufficient roads internal to the urban area. Figure 6 portrays the Preferred Amendment Alternative for the Ojai Sphere of Interest. As discussed in the Introduction, there are instances where a road is shown on a City or Community Circulation Element, and not on the County Circulation Element. Legally the City Circulation Element takes precedence in incorporated areas. Table 6 displays the 1975 and projected 1990 population and land uses for the Ojai area as assumed in the Ventura County Sub-Regional Transportation Plan - 1975.

### PROPOSED DELETIONS

#### Boardman Road/Orange Road

Boardman Road/Orange Road currently exists from about the city limits to south of Thatcher Road. The original Circulation Element showed Boardman from the de-adopted State Freeway 150 to Thatcher Road. The rationale for its deletion is the reduced population projection for the area.

#### Burnham Road

Burnham Road presently exists as a two-lane road from Santa Ana Road to State Highway 150. The proposal is to delete Burnham Road from the Circulation Element from Santa Ana Road to Lomita. This section is no longer considered of regional significance, and since Lomita is proposed for deletion, the previously proposed connection of Burnham Road and Lomita is unnecessary.

This area is designated as Rural on the County Open Space and Conservation Element.

#### Creek Road

Creek Road presently exists as a two-lane road from Ventura Avenue (State Highway 33) in the Oak View area, traversing Camp Comfort and ending at about the Ojai City limits, a distance of about 5½ miles. The reasons for deleting this road from the Circulation Element are the projected lower population projections for the area which reduce the regional significance of the route.

The County Open Space and Conservation Element shows the road as traversing areas designated as Open Space and Urban.

TABLE 6  
DEVELOPMENT TRENDS 1975-1990  
OJAI GROWTH AREA

DEVELOPMENT TRENDS<sup>1</sup>

Development Factor	1975	Year 1990
Population	17,454	20,400
Land Use <sup>2</sup>		
Residential	1,688	2,004
Commercial	137	137
Industrial	17	17
Public Facilities	522	522
Average Daily Trips <sup>3</sup>	62,800	79,600
Jobs in Area	2,822.	3,910

1 Based on 1975 Ventura County Transportation Study data.

2 In acres

3 Average Daily Trips assumed to be 3.6 trips/person/day in 1975 and 3.9 trips/person/day by 1990.



### Fairview Road/Thacher Road

The Circulation Element proposes to connect these two roads from the proposed State Freeway 33 (now proposed for deletion) to McAndrew Road. The roads traverse incorporated and unincorporated areas. A major portion of Thacher Road traverses areas designated as Open Space in the County Open Space and Conservation Element.

The rationale for deletion is that the area is not expected to urbanize; consequently the route is no longer expected to be of regional significance.

### Hermosa Road

Hermosa Road exists as a two-lane, one-half mile road from State Highway 150 (Ojai Avenue) to Creek Road. The road is proposed for deletion because it is no longer considered of regional significance. Projected traffic volumes for 1990 are expected to be about 200 ADT.

### Lomita (West of State Highway 33)

The original proposal was to construct Lomita from the proposed State Freeway 33, connecting with Baldwin Road (presently State Highway 150). The route would have traversed unincorporated areas designated as Rural and Open Space in the County Open Space and Conservation Element. Due to lower population estimates for the area, State Highway 150 is expected to provide adequate access, thus eliminating the need for the extension.

### McAndrew Road

McAndrew Road currently exists as a two-lane road for a distance of approximately one mile from Thacher Road to Reeves Road. The road traverses areas currently designated as Open Space in the County Open Space and Conservation Element and utilized as vacant lands, urbanized lands and agricultural lands. No new development is projected for this area.

### Montgomery Street

Montgomery Street currently exists as a two-lane road in the City of Ojai, running south of State Highway 150 (Ojai Avenue) to Creek Road/Ventura Street, a distance of approximately one-half a mile. The road is shown on the Existing Circulation Element connecting existing State Highway 150 (Ojai Avenue) to the now de-adopted State Freeway 150.

With the elimination of the freeway the road is no longer of regional significance.

### Reeves Road

Reeves Road currently exists as a two-lane road from State Highway 150 (Ojai Avenue) to approximately seven-tenths of a mile east of McAndrew Road. The road was originally shown on the County Circulation Element from State Highway 150 (Ojai Avenue) to McAndrew Road. The area which the road traverses is now primarily agricultural and is expected to remain such through in 1990. The County Open Space and Conservation Element designates the area as Open Space.

### State Freeway 33

See description under Proposed Status Changes.

### State Freeway 150

See description under Proposed Status Changes.

## PROPOSED ADDITIONS

### Grand Avenue

Grand Avenue currently exists from Signal Street to east of McAndrew Road as a two-lane road north of State Highway 150. The inclusion is for that portion from Signal Street to Boardman Road, a distance of approximately 1½ miles which serves as an important thoroughfare.

### Gridley Road

Gridley Road currently exists north of State Highway 150 to north of Thatcher Road as a two-lane road. Projected 1990 ADT is significant enough to justify its delineation on the proposed Circulation Element from State Highway 150 to Grand Avenue.

### La Luna Avenue

La Luna Avenue currently exists as a two-lane road from State Highway 150 (Baldwin Road) to conventional State Highway 33 (Maricopa Highway). The area traversed is designated as Urban in the County Open Space and Conservation Element. Existing and projected land uses are Urban and Agricultural.

The road is proposed for inclusion in the Element because of its projected 1990 ADT of between 1800 and 4500 and its role as a by-pass for State Highway 33.

## PROPOSED STATUS CHANGES

### Baldwin Road

Status changed from a secondary road to a conventional State Highway (see State Freeway 150).

#### Casitas Pass Road

Status changed from a secondary road to a conventional State Highway (see State Freeway 150).

#### Maricopa Highway

Maricopa Highway, north of existing State Highway 150 has been changed from a Secondary Road to a conventional State Highway (see State Freeway 33).

#### Ojai Avenue

Status changed from a secondary road to a conventional State Highway (see State Freeway 150).

#### Ojai-Santa Paula Road

Status changed from a secondary road to a conventional State Highway (see State Freeway 150).

#### State Freeway 33

Status of this route has been changed from a State Freeway to a conventional State Highway north of Foster Park and following the present alignment. The de-adoption by the State Highway Commission was from Casitas to Cozy Dell, and took place January 23, 1976.




#### State Freeway 150

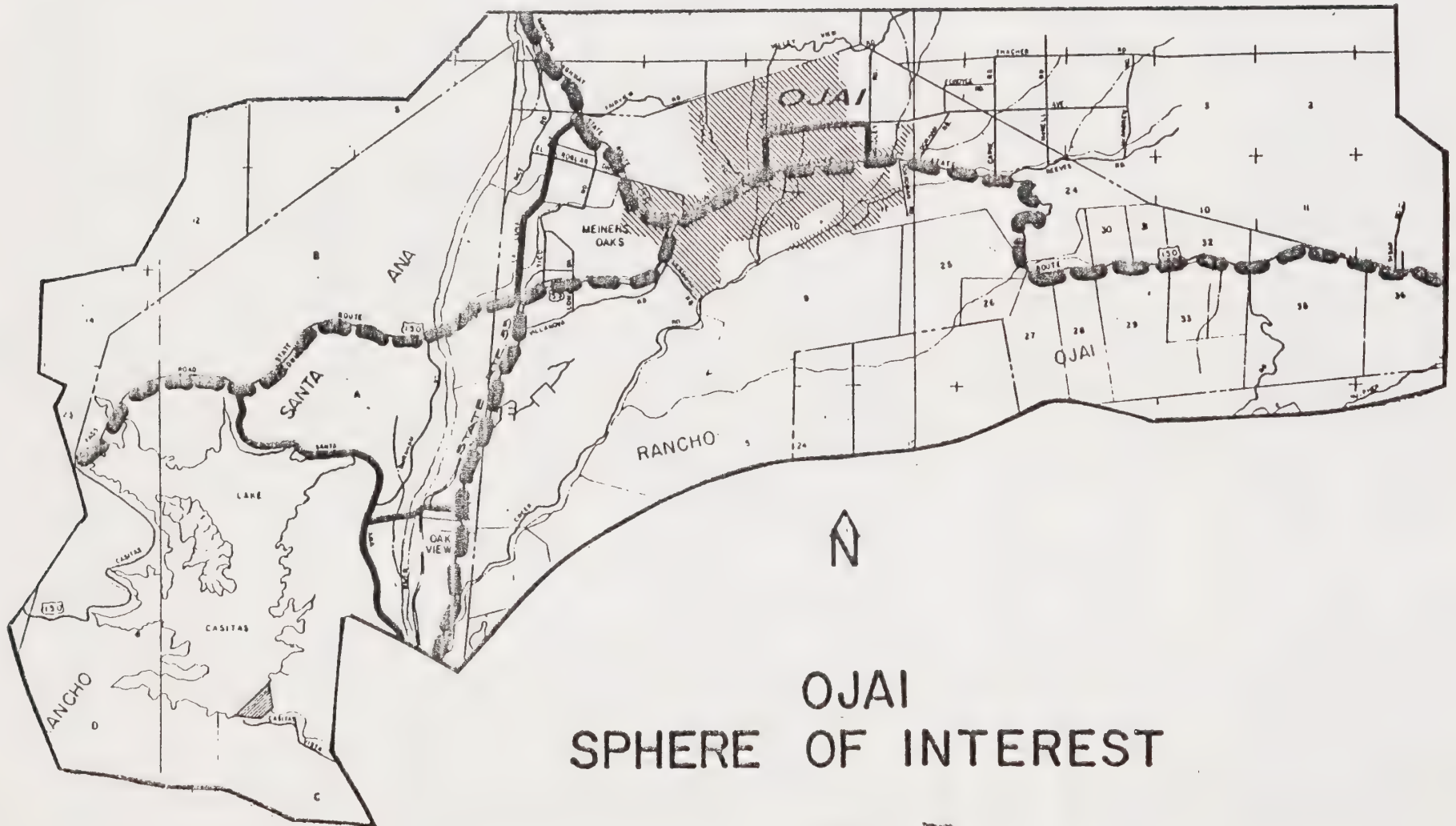
Status changed from a State Freeway to a conventional State Highway along the present alignment. State Freeway 150 has been deleted from the Freeway and Expressway System between Santa Barbara to Santa Paula.

#### Ventura Avenue

Status changed from a secondary road to a conventional State Highway, northward from Foster Park (see State Freeway 150 and State Freeway 33).



-  FREEWAY
-  CONVENTIONAL STATE HIGHWAY
-  LOCAL ROAD



OJAI  
SPHERE OF INTEREST

FIG. 7

## OXNARD SPHERE OF INTEREST

In 1970 the Oxnard Planning area projected population was 450,000 for the year 1990. The current 1990 Ventura County Association of Governments adopted population is approximately 148,000, a considerable reduction from that previously proposed. The City of Oxnard is in the process of developing a new General Plan which will emphasize a phased development program. The Amendment Preferred Alternative will eliminate previously projected roads in areas that are no longer expected to urbanize, will reflect changes in funding policies, and assures sufficient roads internal to the urban area. Figure 7 portrays the Preferred Alternative for the Oxnard Sphere of Interest. As discussed in the Introduction, there are instances where a road is shown on the City or Community Circulation Element, and not on the County Circulation Element. Legally, the City Circulation Element takes precedence in incorporated areas. Table 6 displays the 1975 and 1990 projected populations and land uses for the Oxnard area as assumed in the Ventura County Sub-Regional Transportation Plan - 1975.

### PROPOSED DELETIONS

#### Channel Islands Boulevard

Channel Islands Boulevard currently exists from Ocean Drive at Hollywood Beach east to Rice Avenue. The proposed deletion is from Rice Avenue to Pleasant Valley Road, a distance of approximately one-mile. The corridor is exclusively in county jurisdiction; the County Open Space and Conservation Element designates the area as Open Space. The existing land use is agricultural, the same as is anticipated for 1990. There are currently two agricultural preserves to the north and south of the proposed extension. The Oxnard 2000 Plan shows the extension of Channel Islands Boulevard; however, the new General Plan is expected to delete this extension.

#### Colonia Avenue

Colonia Avenue presently exists from Oxnard Boulevard to Rice Avenue. The Proposed Circulation Element deletion is from Rice Avenue to Wood Road, a distance of approximately 3½ miles through unincorporated areas. The County Open Space and Conservation Element designates the corridor as Urban and Open Space, although the majority is designated as Open Space. Existing and proposed land uses along the corridor are primarily agricultural, with some increase in industrial uses by 1990. The Oxnard 2000 Plan shows the Colonia Road extension, however, the Camarillo General Plan does not.

Due to projected trends the road is not needed because Fifth Street to the south provides sufficient access across the Oxnard Plain.

TABLE 7  
DEVELOPMENT TRENDS 1975-1990  
OXNARD GROWTH AREA

DEVELOPMENT TRENDS<sup>1</sup>

Development Factor	1975	Year	1990
Population	96,106		144,000
Land Use <sup>2</sup>			
Residential	3,665		4,975
Commercial	562		625
Industrial	1,114		2,032
Public Facilities	1,434		1,964
Average Daily Trips <sup>3</sup>	346,000		561,600
Jobs in Area	34,126		59,420

1 Based on 1975 Ventura County Transportation Study data.

2 In acres

3 Average Daily Trips assumed to be 3.6 trips/person/day in 1975 and 3.9 trips/person/day by 1990.



### Del Norte Boulevard

A small segment of approximately one-half of a mile presently exists between Sturgis Road and Fifth Street. The proposed deletion is from La Loma Avenue north of Los Angeles Avenue to McWane Road, south of the City of Oxnard. The current land use is primarily agricultural, with some industrial uses north of Fifth Street. The 1990 projected land use is primarily agricultural, with many agricultural preserves in the area. The corridor would traverse areas designated as Urban and Open Space in the County Open Space and Conservation Element. The Oxnard 2000 Plan shows Del Norte as traversing residential and industrial areas. However, due to local governmental commitments to preserve agriculture in the area, the road is not considered to be necessary.

### McWane Boulevard

McWane Boulevard currently exists from Perkins Road to Edison Drive. The proposed deletion is from the proposed extension of Casper Road to Wood Road, a distance of approximately 3 miles. The road, if extended as proposed in the 1971 Circulation Element, would have traversed Point Mugu. The original intention of the road was to provide access for industrial development for the City of Oxnard, however the City General Plan currently shows McWane Boulevard ending at the proposed Del Norte extension.

The County Open Space and Conservation Element designates the area as Open Space; the majority of the area is presently agricultural with a sizable portion in Agricultural Preserves. The area is expected to remain agricultural through 1990.

### Ponderosa Drive

Ponderosa Drive currently exists beginning in the City of Camarillo. The proposed deletion is for that portion that does not currently exist from Santa Clara Avenue to where Ponderosa Drive would intersect with Las Posas Road, a distance of approximately 4 miles. Approximately one-half the area is designated as Open Space in the County Open Space and Conservation Element. The area is expected to remain in agriculture according to County and City of Camarillo policies.

### Rose Road

Rose Road currently exists in segments from Los Angeles Avenue south to Pleasant Valley Road. The proposed deletion is for a short segment from McWane Boulevard to the ocean, the purpose of which is to delete the "stub" from the highway system. The area is shown as Urban in the County Open Space and Conservation Element, and traverses county and city areas. The area is currently agricultural and is projected to remain agricultural through 1990.

### South Bank Drive

Only a very small segment of South Bank Drive currently exists. The proposed deletion is from Freeway 101 to Central Avenue, parallel to Vineyard Avenue. The current land uses are agricultural and urban; a substantial portion of the area is expected to remain in agriculture through 1990. The Oxnard 2000 Plan and the County Open Space and Conservation Element show the area traversed by the road as Urban.

The deletion is proposed because Vineyard Avenue will be able to handle the traffic volume in the area due to the reduced urbanization anticipated in the area.

### Vineyard Avenue

Vineyard Avenue currently exist between Ventura Road and Los Angeles Avenue. The proposed deletion is between Harbor Boulevard and Victoria Avenue, a distance of approximately 3½ miles, all of which is within county jurisdiction. The current corridor is utilized for agricultural purposes; the County Open Space and Conservation Element shows the area as Open Space. There are currently several Agricultural Preserves in the area. Consequently, there is no need for this road through 1990.

### Wooley Road

Wooley Road currently exists from Capri Way at Mandalay Beach to Rice Road. The proposed deletion is between Rice Road and Carmen Drive, a distance of approximately 3-3/4 miles. The area traversed is exclusively under county jurisdiction and has an Open Space designation according to the County Open Space and Conservation Element. The area is currently almost exclusively in Agricultural Preserves. The Oxnard 2000 Plan shows Wooley Road continuing; however, this is expected to be changed with the adoption of a new City General Plan. The Camarillo General Plan does not delineate the road on their Circulation Element. Sufficient east-west access currently exists in the area on Fifth Street and Channel Islands Boulevard.

Rice Avenue currently extends from Route 101 south to Pleasant Valley Road. The proposed deletion would have extended Rice south of Hueneme Road to McWane Avenue. With the downgrading of McWane in importance, this extension is no longer needed.



## PROPOSED ADDITIONS

### Bard Road

Bard Road exists partially between Ventura Road and Anchorage Street. The proposed addition of Bard Road on the Circulation Element is from Saviers Road to the Rice Road extension, a length of approximately 2½ miles. The majority of the road traverses incorporated areas. The current land use in the area is urban and agricultural; in 1990 it is projected that the area will be completely urbanized. The Oxnard 2000 Plan shows Bard Road as an arterial traversing urban areas. The cities of Oxnard and Port Hueneme have requested that Bard be included in the Circulation Element in order to provide access to Oxnard College.

### Doris Road

Proposed addition to an existing two-lane road between Victoria Avenue and Ventura Road, a distance of approximately 2 miles, located north of Oxnard Airport and south of Gonzales Road. The majority of the area north of Doris Road between Patterson Road and Ventura Road. The Oxnard 2000 Plan does not show Doris Road as a Circulation Element street, however, it is expected that it will be on the new City General Plan. The purpose of this road is to provide better internal circulation. Estimated 1990 ADT is 3,000 to 3,300.

### Patterson Road

Patterson Road exists as a two-lane road from just north of Doris Avenue to the Oxnard Airport and as a two to four lane road from Fifth Street to Channel Islands Boulevard. It is located approximately one-mile east of Victoria Avenue and one mile west of Ventura road. The area traversed is in both the County and City and the County Open Space and Conservation Element designates the area as Urban. Patterson is proposed for inclusion because it would improve the internal circulation in Oxnard.

### Pleasant Valley Road

Pleasant Valley Road currently exists from Ventura Road to the Ventura Freeway. The proposed addition currently exists as a two-lane road running north/south from Rice Road to Wood Road. The anticipated 1990 ADT along this portion of the corridor is 7,000 to 10,000.

The existing and projected land uses along Pleasant Valley Road between Ventura Road and the Ventura Freeway are primarily agricultural, with a small amount of industrial land. The County Open Space and Conservation Element designates this corridor as Open Space. The Oxnard 2000 Plan does not reflect the present alignment; however, the adopted Camarillo General Plan shows Pleasant Valley Road as currently aligned.



### Ventura Road

Ventura Road currently runs from Surfside Drive in Port Hueneme north to Route 101. The proposed addition is from Vineyard Avenue to the freeway, the majority of which is currently four-lanes. Due to the deletion of the Oxnard East-By-Pass, this route and its interchange with Route 101 is of sufficient regional significance for inclusion in the Circulation Element. Current land uses along this corridor are urban and agricultural in nature, with expected conversion almost entirely to urban uses by 1990. The Oxnard 2000 Plan shows the route as an arterial road.

### PROPOSED STATUS CHANGES

#### Fifth Street

Fifth Street, (conventional State Highway 34) from Saviers Road east and to Los Angeles Avenue is now a conventional State Highway. In the 1971 Circulation Element it was shown as a Secondary Road. This route has been upgraded because of the deletion of State Freeway 257/34 to the south.

## NOTES





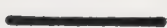
-  FREEWAY
-  CONVENTIONAL STATE HIGHWAY
-  LOCAL ROAD



FIG. 8

OXNARD  
SPHERE OF INTEREST





## PIRU SPHERE OF INTEREST

The Piru Sphere of Interest is a rural planning area containing the small, unincorporated community of Piru. The Ventura County Association of Government adopted policies project the population increasing from 715 people in 1975 to about 800 in 1990. The surrounding rural area is projected to remain constant at about 300 people through 1990. Due to the modest growth in the number of people projected for the area, and the proposed deletion of State Freeway 126, several deletions to the 1971 County Circulation Element are proposed for this Sphere. Figure 8 portrays the Preferred Amendment Alternative for the Piru Sphere of Interest. Table 7 displays the existing and projected populations and land uses for the Piru area as assumed in the Ventura County Sub-Regional Transportation Plan.

### PROPOSED DELETIONS

#### Camino Del Rio

Currently exists as an unimproved access road to orchards along the south bank of the Santa Clara River east of the Camulos Ranch. The proposed deletion would connect Telegraph Road (existing Route 126) to Freeway 126, now proposed for deletion. The area is essentially vacant with some scattered orchards and is projected to remain so through 1990.

#### Camulos Ranch

The 1971 Circulation Element proposes that Rancho Camulos be connected to Freeway 126 by a north/south access road. If Freeway 126 is deleted as proposed, this road would serve no purpose and thus is also proposed for deletion.

#### Center Street/Old Telegraph Road

This route currently exists as an arterial running east/west through Piru providing one of the two main access points between Piru and Route 126. The proposed deletion includes the existing streets as well as an extension of Center Street south/west to Route 126 just east of Cavin Road. This area contains numerous Agricultural Preserves and is designated as Open Space in the County Open Space and Conservation Plan. Due to the rural nature of the area and the modest population growth expected in Piru, this route no longer warrants inclusion in the Circulation Element and thus is proposed for deletion.

#### State Freeway 126

(See Fillmore and Santa Paula Spheres of Interest) Due to the State Highway Commission deaddoption of State Freeway 126 and lower population projections in the Santa Clara Valley, it is proposed to delete State Freeway 126 from the County Circulation Element.



TABLE 8  
DEVELOPMENT TRENDS 1975-1990  
PIRU GROWTH AREA

DEVELOPMENT TRENDS<sup>1</sup>

Development Factor	1975	Year 1990
Population	715	800
Land Use <sup>2</sup>		
Residential	68	76
Commercial	13	13
Industrial	60	60
Public Facilities	8	8
Average Daily Trips <sup>3</sup>	2,600	3,100
Jobs in Area	200	300

1 Based on 1975 Ventura County Transportation Study data.

2 In acres

3 Average Daily Trips assumed to be 3.6 trips/person/day in 1975 and 3.9 trips/person/day by 1990.

### Tapo Canyon Road

(See Simi Valley Sphere of Interest). Currently exists as a residential street in Simi Valley. The proposed deletion would extend from Guiberson Road just west of Torrey Road, south up Torrey Canyon, across the mountains, and connect to existing Tapo Canyon Road at Tapo Canyon Park. The extension would provide north/south access through a large Agricultural Preserve and the Oak Ridge area which is designated as Open Space on the County Open Space and Conservation Element. Due to lower population projections for Piru and Simi Valley, it is proposed to delete Tapo Canyon Road from the County Circulation Element.

### PROPOSED STATUS CHANGE

#### Telegraph Road

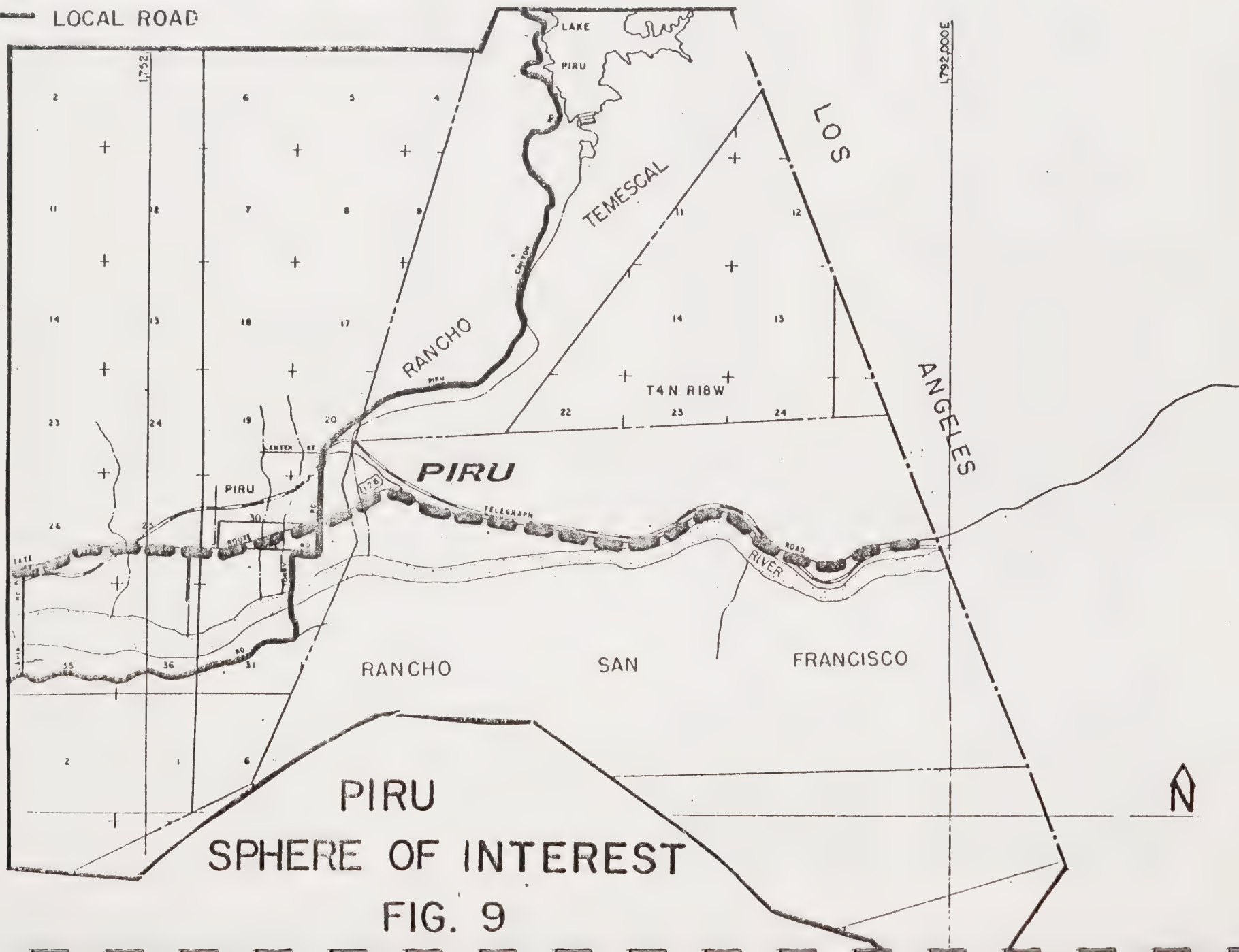
(See Fillmore Sphere of Interest) Route 126 currently follows Telegraph Road through the Piru area. If State Freeway 126 is deleted as proposed, then Telegraph Road is proposed to be upgraded from a Primary street to a conventional State Highway. This change in status simply recognizes the existing and projected use of Telegraph Road as a State Highway.

**FREEWAY**



CONVENTIONAL STATE HIGHWAY

~~XXXXXXXXXXXX~~ LOCAL ROAD





## PORT HUENEME SPHERE OF INTEREST

There is only one change proposed for the Port Hueneme Sphere of Interest. Figure 9 portrays the proposed Circulation Element. Table 8 displays the 1975 and projected 1990 population and land use for the Port Hueneme area as assumed by the Ventura County Sub-Regional Transportation Plan - 1975.

### PROPOSED ADDITION

#### Hemlock Street

Hemlock Street currently exists between Greencastle Way and "J" Street. The proposed addition is to show Hemlock Street between Victoria Avenue and Ventura Road. The January, 1977 Port Hueneme Preliminary General Plan shows the area south of Hemlock as medium density residential. The Hemlock Street proposal is based on the expected 1990 average daily traffic of between 5,500 and 8,300.

TABLE 9  
DEVELOPMENT TRENDS 1975-1990  
PORT HUENEME GROWTH AREA




DEVELOPMENT TRENDS<sup>1</sup>

Development Factor	1975	Year 1990
Population	17,746	25,000
Land Use <sup>2</sup>		
Residential	910	1,106
Commercial	54	81
Industrial	64	142
Public Facilities	1,497	1,542
Average Daily Trips <sup>3</sup>	63,900	97,500
Jobs in Area	12,262	17,610

1 Based on 1975 Ventura County Transportation Study data.

2 In acres

3 Average Daily Trips assumed to be 3.6 trips/person/day in 1975 and 3.9 trips/person/day by 1990.

-  FREEWAY
-  CONVENTIONAL STATE HIGHWAY
-  LOCAL ROAD

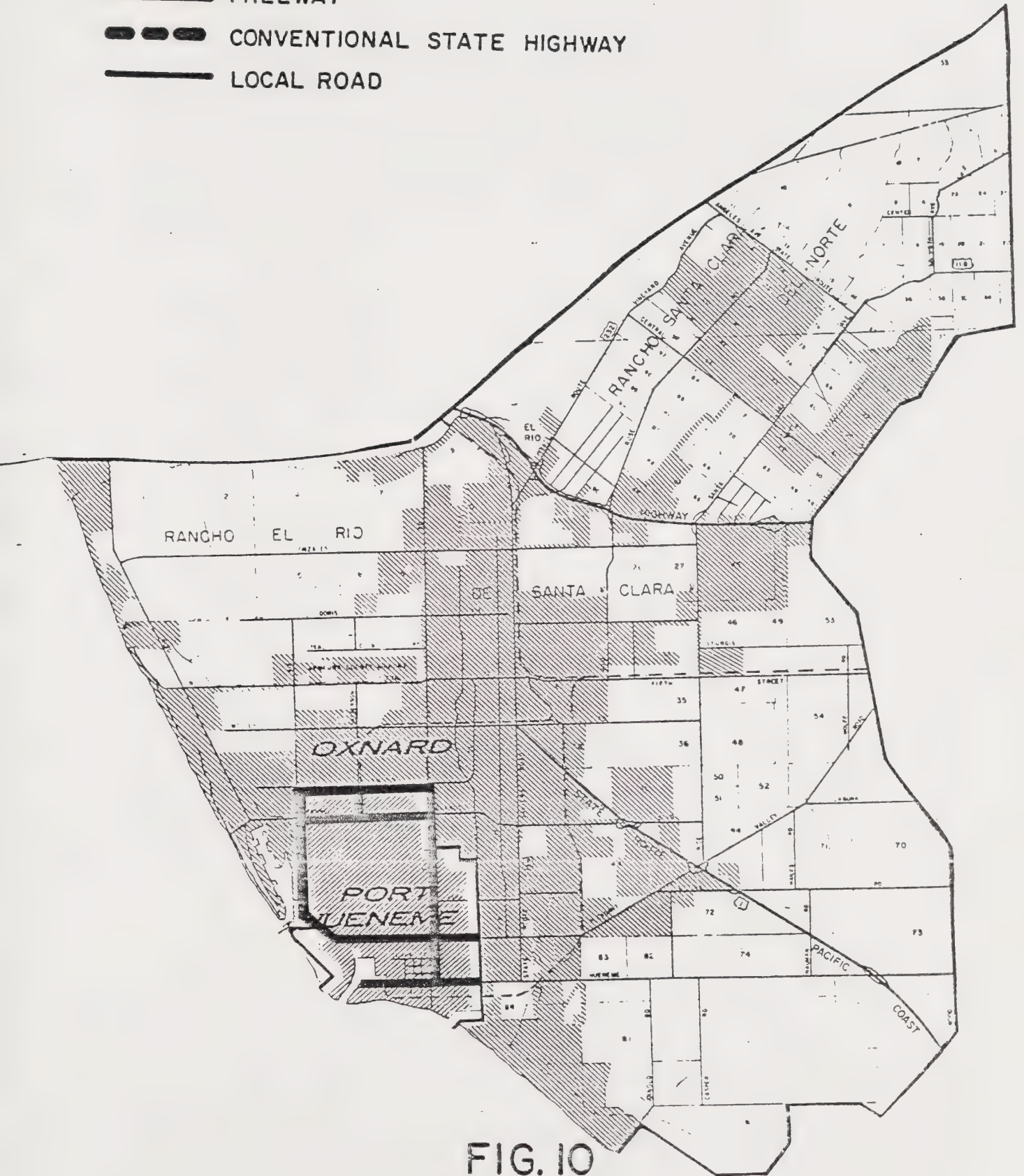


FIG. 10

# PORT HUENEME SPHERE OF INTEREST





## SANTA PAULA SPHERE OF INTEREST

The City of Santa Paula General Plan, originally completed in 1965, has a planning horizon of 1980 and thus is not directly comparable to the County Circulation Element. The County Element projects a 1990 Growth Area population of 23,000 and a Non-Growth Area population of 1,500. The City is now revising the General Plan and can be expected to make changes in their Circulation Element similar to those presented here. Within incorporated areas of Santa Paula, the City General Plan takes precedence over the County Circulation Element in the event that any differences arise between them.

The Amendment Preferred Alternative will eliminate previously projected roads in areas that are no longer expected to urbanize, reflects changes in funding policies, and assures sufficient roads internal to the urban area. Figure 10 portrays the Preferred Alternative for the Santa Paula Sphere of Interest. Table 9 displays the 1975 and projected 1990 populations and land uses for the Santa Paula area as assumed in the Ventura County Sub-Regional Transportation Plan - 1975.

### PROPOSED DELETIONS

#### Alison Canyon Road

Currently a rural collector street north of Foothill Road servicing low density residential uses in the mountains. The deleted route would include about four miles of existing Aliso Canyon Road south of the proposed intersection with Canada Larga, now proposed for deletion, then south across Foothill Road and extending to North Bank Drive, also proposed for deletion. The existing Aliso Canyon Road is north of the Santa Paula Greenbelt and any extension south of Foothill would penetrate the agricultural preserve. The area is designated as Open Space in the County Open Space and Conservation Element with Rural designations in the surrounding foothills. The existing route runs through Agricultural Preserves along its northern half and would divide a large Preserve if it were extended south of the railroad. Due to the proposed deletions of Canada Larga and North Bank Drive, lower population estimates for the mountains, and the existence of the Santa Paula Greenbelt, it is proposed to delete Aliso Canyon Road from the County Circulation Element.

#### Beckwith Road

Currently a proposed residential collector road north of Telegraph Road in an incorporated island just west of Santa Paula. The proposed deletion would extend south to an interchange with Route 126 and north to Foothill Road. The road is in an urbanizing area which can be expected to fully develop by 1990. The County Open Space and Conservation Element designates the areas as Urban, with Open Space areas immediately to the west. There are no Agricultural Preserves in the immediate vicinity. Due to the elimination of the planned interchange at Route 126, Beckwith would have little or no regional transportation function and is thus proposed for deletion from the County Circulation Element.

TABLE 10  
DEVELOPMENT TRENDS 1975-1990  
SANTA PAULA GROWTH AREA

DEVELOPMENT TRENDS<sup>1</sup>

Development Factor	1975	Year 1990
Population	19,505	23,000
Land Use <sup>2</sup>		
Residential	898	1,074
Commercial	137	137
Industrial	98	151
Public Facilities	214	431
Average Daily Trips <sup>3</sup>	70,200	89,700
Jobs in Area	4,967	6,260

1 Based on 1975 Ventura County Transportation Study data.

2 In acres

3 Average Daily Trips assumed to be 3.6 trips/person/day in 1975 and 3.9 trips/person/day by 1990.

### North Bank Drive

Currently exists as a short segment in the Ventura Sphere of Interest. The proposed deletion would extend from Olivas Park Drive in Ventura eastward between the Santa Clara River and the Southern Pacific Railroad tracks, ultimately connecting to Palm Avenue in Santa Paula. The route would serve as a frontage road along the freeway, providing access to uses along the river. Within the Santa Paula area, the proposed road runs through a mixture of agricultural and industrial uses as proposed in the Santa Paula General Plan. The existing land uses are almost exclusively agricultural in nature. The County Open Space and Conservation Element designates the route as Open Space west of about Cornell Drive and Urban to the east. The road runs almost entirely through Agricultural Preserves west of about Peck Road.

### Olive Road

Currently exists as a rural road between Foothill Road and Telegraph Road within the Santa Paula Greenbelt. The road was originally expected to service urban uses which are no longer projected to reach the area. The Santa Paula General Plan does not consider the road to be within its "Projected City Limits by 1999" and several Agricultural Preserves separate it from the City. The County Open Space and Conservation Element designates the entire area as Open Space. Due to the existence of the Santa Paula Greenbelt, the commitment of Santa Paula and Ventura not to urbanize in that area, and the rural nature of the surroundings, it is proposed to delete the road from the County of Ventura Circulation Element.

### Peck Road

Currently exists as a north/south residential collector street from just south of Route 126 north to Foothill Road. The proposed deletion would extend from Route 126 south to North Bank Road, which is also proposed for deletion. This area is designated in the Santa Paula General Plan as a manufacturing and residential area with some agricultural uses to the west. The General Plan does not show an extension of Peck Road to North Bank Drive. If North Bank Drive is deleted as proposed, Peck Road, which currently dead ends south of Route 126, would not perform a significant regional function and thus is proposed for deletion.

### Santa Paula Street

Currently exists as an east/west arterial from Cummings Road east to the city limits just east of Guiberson Road. The proposed deletions would include extensions of Santa Paula Street between the intersection of Foothill Road and Aliso Canyon Road east to Briggs Road and from the intersection of Route 150 east a little over one mile to the intersection of Telegraph Road and Route 126. The existing route passes through single family residential uses west of Palm, various commercial and higher density residential uses to about Oak, then manufacturing areas east to the city limits. The extension west of Cummings is within the Santa Paula Greenbelt and thus is beyond the



"Projected City Limits by 1999". No eastern extension of Santa Paula Street is indicated on the City General Plan. The urban portions of Santa Paula Street are generally proposed to remain in the County Circulation Element; the proposed extensions as well as that segment east of Route 150 are proposed for deletion because of lower population estimates which reduce the regional significance of these sections.

#### State Freeway 150

(See City of Ojai Sphere of Interest). Route 150 currently follows the Ojai-Santa Paula Road from Ojai south to Route 126. The proposed deletion would upgrade Route 150 to full freeway status and generally move it to a separate right-of-way east of Sespe Creek. The proposed freeway has been de-adopted by the State Highway Commission for State funding purposes and consequently is proposed for deletion from the County Circulation Element.

#### Sycamore Road

Currently exists as a rural collector road within the Fillmore Sphere of Interest. The proposed deletion would extend from Richmond Road east through the Santa Paula Ridge foothills to connect to the existing Sycamore Road. This extension would have serviced rural development along the foothills which is no longer expected to occur. The route is in Open Space as designated in the County Open Space and Conservation Element, with Rural areas delineated further to the north. The extension would run through scattered Agricultural Preserves. Sycamore Road is not shown on the Santa Paula General Plan.

#### PROPOSED ADDITIONS

##### Briggs Road

Currently a two-lane rural access road between Route 126 and Foothill Road. The segment between Route 126 and Santa Paula Street is currently in the County Circulation Element and the proposed addition would simply include the remainder of Briggs north to Foothill. The area is in the Santa Paula Greenbelt, is listed as Open Space on the County Open Space and Conservation Element, and contains numerous Agricultural Preserves adjacent to the road. This addition is proposed for the County Circulation Element because Briggs is one of the few access routes to Route 126 in the area and thus provides a significant regional transportation function.

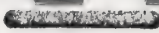

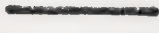
##### Main Street

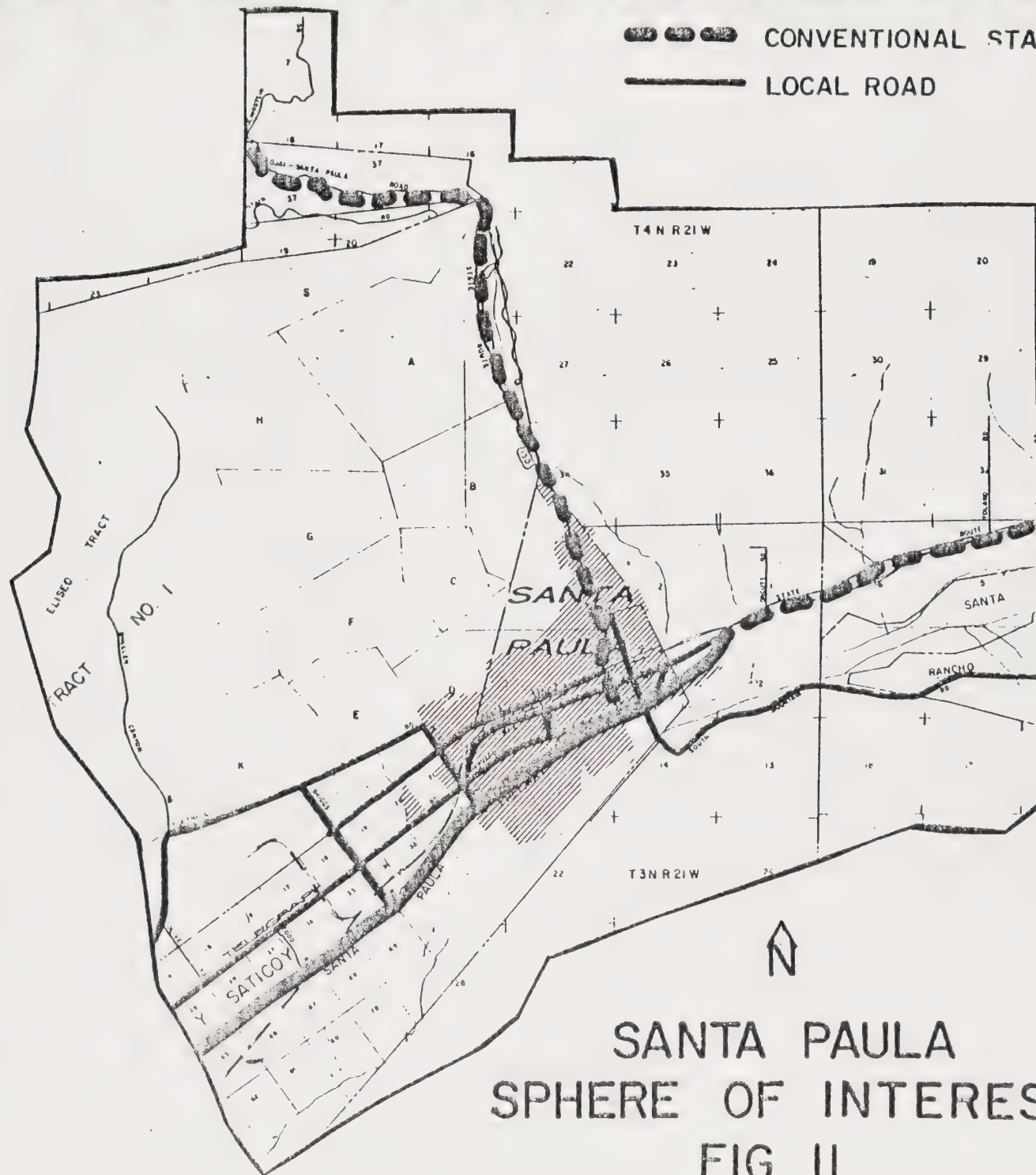
Currently exists as a major east/west arterial through Santa Paula, traversing a mixture of strip commercial and mixed housing densities to the west, and manufacturing uses east of about 13th Street. The street is in a totally urban area and is proposed for addition to the County Circulation Element because of its function as a major surface arterial through the area. Main Street is listed as a major road in the Santa Paula General Plan.

## PROPOSED STATUS CHANGE

### Ojai-Santa Paula Road (see Freeway 150)

Currently carries Route 150 between Ojai and Santa Paula. The existing County Circulation Element proposes to upgrade Route 150 to full freeway status and reduce the Ojai-Santa Paula Road to a frontage road. However, the State Highway Commission has de-adopted Freeway 150 and the route is proposed for deletion from the County Circulation Element. Consequently, it is proposed to upgrade the Ojai-Santa Paula Road back to that of a conventional State Highway. This change of status is designed to reflect the existing and projected function of the road.

-  FREEWAY
-  CONVENTIONAL STATE HIGHWAY
-  LOCAL ROAD



SANTA PAULA  
SPHERE OF INTEREST  
FIG. II



## SIMI VALLEY SPHERE OF INTEREST

The General Plan of the City of Simi Valley, adopted in 1972 and focusing primarily on ultimate population levels and land use patterns, projects an area population of about 140,000 in 1990 and of about 160,000 ultimately. This contrasts with 1990 Ventura County Association of Governments approved population of about 101,600 for Simi Valley and the surrounding area. This change in emphasis from ultimate land uses to those of 1990 and a substantial lowering of regional population projections necessitates the deletion of many previously proposed roads. The deletions generally occur in rural mountainous areas which are not expected to develop by 1990 and in which major roads are considered inappropriate.

Although many of the proposed deletions are listed in the current City of Simi Valley General Plan, the City is starting to review the Plan and can be expected to make changes in their Circulation Element similar to those proposed here. In addition, a few roads, primarily in the outskirts of existing urbanization, are proposed for inclusion in the County Circulation Element in order to reflect changes in directions in urbanization not anticipated in the 1971 County Circulation Element. Finally, some of the changes also reflect changes in State and local funding policies. Figure 11 portrays the Preferred Alternative for the Simi Valley Sphere of Interest. Table 10 displays the 1975 and projected 1990 population and land uses as assumed in the Ventura County Sub-Regional Transportation Plan - 1975.

### PROPOSED DELETIONS

The five roads described below generally lie in isolated rural areas running through or skirting the rugged Simi Hills. Although there are generally no Agricultural Preserves near these roads, they run through areas designated as Rural or Open Space in the County Open Space and Conservation Element. The roads cross mountainous areas which are not expected to experience as much development as originally planned. Additionally, because of the smaller projected population for Simi Valley and Thousand Oaks, the roads will not carry as much inter-area traffic as originally anticipated.

#### Avenida Los Arboles

Does not currently exist within the Simi Sphere of Interest although a segment currently runs approximately east/west near Route 23 in Thousand Oaks. The proposed deletion would extend east from the existing segment into the Simi Valley Sphere of Interest and into Los Angeles County. The road is not shown in the Simi Valley General Plan and in the Simi area would only service a very Low Density Residential pocket at Bell Canyon on the Los Angeles County line.

TABLE 11  
DEVELOPMENT TRENDS 1975-1990  
SIMI VALLEY GROWTH AREA

DEVELOPMENT TRENDS<sup>1</sup>

Development Factor	1975	Year	1990
Population	71,789		101,000
Land Use <sup>2</sup>			
Residential	4,172		6,502
Commercial	298		452
Industrial	307		725
Public Facilities	1,254		1,505
Average Daily Trips <sup>3</sup>	258,400		393,900
Jobs in Area	7,631		17,000

1 Based on 1975 Ventura County Transportation Study data.

2 In acres

3 Average Daily Trips assumed to be 3.6 trips/person/day in 1975 and 3.9 trips/person/day by 1990.

### Sequoia Avenue

Currently runs north/south through Simi Valley servicing Medium to Low Density Residential uses. The proposed deletion would continue south approximately 2 miles to connect to Tapo Canyon Road, also proposed for deletion. The Simi General Plan lists the road as a major Arterial servicing Medium to Low Density development in the foothills.

### Tapo Canyon Road

Currently extends just south of Los Angeles Avenue west of the Santa Susana Airport. The proposed deletion would continue south into the Simi Hills and hence into Los Angeles County. Near Oak Park the road becomes Las Virgenes Avenue. The route is listed as a major Arterial in the Simi Valley General Plan.

### Vista Simi

The proposed deletion would run from Tapo Canyon Road, now proposed for deletion, west to Seguro Drive, and continue into Thousand Oaks. The road was listed in the Simi Valley General Plan and would have service pockets of residential uses and provide east/west access through the mountains. Simi Valley General Plan Amendment 1/76 eliminated the route from local plans.

The six streets listed below would run through hilly or mountainous terrain north of Simi Valley which is proposed for little or no development. Only one road, Tapo Canyon, would pass through Agricultural Preserves. This region is generally classified as Open Space in the County Open Space and Conservation Element although some Rural uses are indicated around Moorpark. Although the revision to the City of Simi Valley General Plan may continue to list these streets, their function and traffic volumes are not expected to be of regional significance and the routes are thus proposed for deletion from the County Circulation Element.

### Fenmore Street

Currently exists as a residential collector street in the Virginia Colony area of Moorpark. The proposed deletion would continue east along the foothills into Simi Valley, connecting to Madera Road, now proposed for deletion, about 1½ miles north of Route 118. The Simi General Plan lists Fenmore Street as servicing Very Low Density Residential uses and a sanitary land fill site along its route.

### First Street

Currently exists as an urban arterial serving residential, commercial and industrial land uses in western Simi Valley. The proposed deletion would continue north/east across existing Highway 118 into the surrounding foothills and connect to a projected extension of Erringer Road. The route is listed in the Simi Valley General Plan and would service Very Low Density residential uses in the mountains.



### Lagoon Road

Currently does not exist. Would extend from about Oak Park north/east to connect to Fenmore Street, now proposed for deletion, about 3/4 of a mile north of Route 118. The Simi General Plan lists Lagoon as a major Arterial providing access to a pocket of Very Low Density residential uses.

### Madera Road

Currently exists from Olson Road north to Los Angeles Avenue, servicing residential, commercial and industrial uses in the area. The proposed deletion would extend north of the freeway then head north/east connecting to the end of an extension of Erringer Road. The Simi Valley General Plan lists the road as a major Arterial serving Very Low Density residential uses in the foothills.

### Tapa Canyon Road

Currently extends north through urban Simi Valley about 3½ miles into the Big Mountain area. The proposed deletion would continue north from about Tapo Canyon Park, across the mountains, and connect to existing Guiberson Road and into Piru. The route is listed as a major Arterial in the Simi Valley General Plan, providing north/south access across Oak Ridge.

### Sinoloa Road

Exists as a collector street serving existing residential uses south of Royal Avenue and west of First Street. The proposed deletion would include the existing road as well as an extension which would continue south less than one mile to connect to an unnamed road through the mountains. The Simi General Plan listed the existing road as a major Arterial but does not project the short extension. The road is in an existing urban area and is proposed for deletion from the County Circulation Element because its existing and proposed functions and traffic volumes are not of regional significance. Simi Valley General Plan Amendment 1/76 removed the route from local plans.

## PROPOSED ADDITIONS

### Kuehner Drive

Exists as an arterial road serving residential and commercial uses on the far eastern edge of the City between Route 118 and Santa Susana Pass. The proposed addition would loop north/west of the freeway and connect to the interchange at Yosemite Drive. The area is in the foothills, is considered Urban in the County Open Space and Conservation Plan, and contains a mixture of Open Space and Very Low Density uses in the Simi General Plan. This addition to the County Circulation Element is proposed in order to accomodate greater than anticipated development in that area.

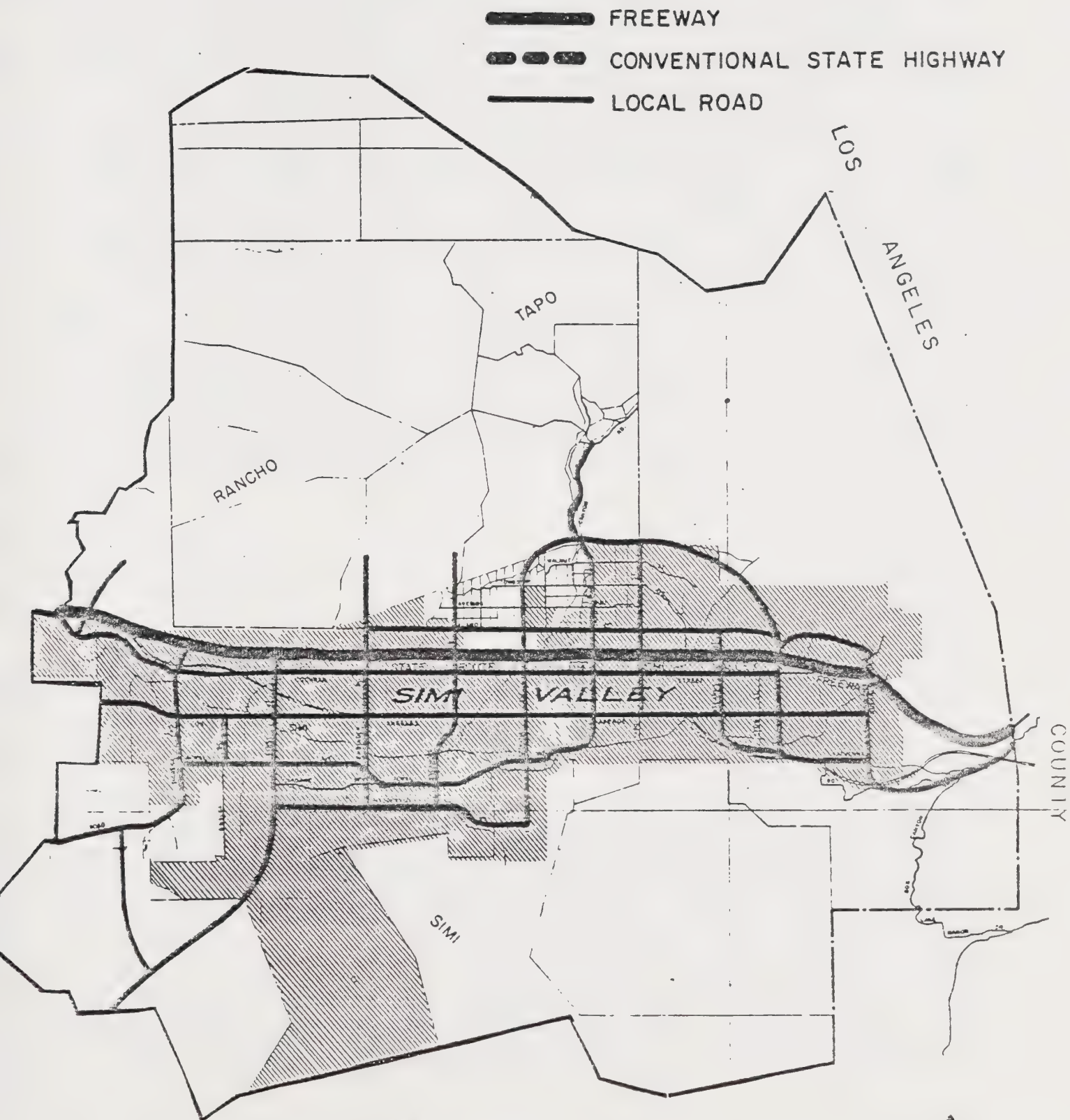
### Sycamore Drive

Currently exists as a north/south arterial through Simi between Avenida Simi and Royal Avenue. The projected addition would extend about one mile north into the foothills. The addition is part of the Simi Valley General Plan and is in an area listed as Urban in the County Open Space and Conservation Element. The segment is proposed for inclusion into the County Circulation Element due to greater than anticipated development occurring within its service area.

### PROPOSED REALIGNMENT

#### Presidio Drive

Currently exists as a residential collector street on the extreme northern edge of the urban area. The road was originally proposed to be extended south/east from Tapo Street and connect to the Stearns Street/Route 118 interchange. However, developing urbanization and traffic patterns indicate that Presidio should connect to the Yosemite interchange one mile to the east. The City of Simi Valley General Plan originally projected Presidio to be connected to Stearns, although this was changed by the 3/76 General Plan Amendment which shifted the intersection to Yosemite. Both interchanges are defined as Urban in the County Open Space and Conservation Element and are listed as Very Low Density residential in the Simi General Plan. This realignment is proposed simply to reflect recent development trends in the area.



SIMI VALLEY  
SPHERE OF INTEREST



## THOUSAND OAKS SPHERE OF INTEREST

The General Plan of the City of Thousand Oaks, adopted in 1970, projects an ultimate population within its planning area of about 200,000 people. However, the County Circulation Element has a planning horizon of 1990, and projects a Growth Area population of 126,500 and a total Sphere of Interest population of about 127,500 based on projections adopted by the Ventura County Association of Governments. This change in planning horizon and reduction in area population necessitates the removal of several streets shown on the City General Plan and proposed in the 1971 County Circulation Element. However, the basic City Circulation Plan is being followed to a large extent, requiring the addition of roads shown on the City Plan which are presently not represented in the County Circulation Element. These additions do not represent a change in County policy, but rather are undertaken to allow County planning efforts to conform to City planning programs.

Figure 12 portrays the Preferred Amendment Alternative for the Thousand Oaks Sphere of Interest. As discussed in the Introduction, there are instances where a road is shown on a City or Community Circulation Element and not on the County Circulation Element. Legally, the City Circulation Element takes precedence in incorporated areas. Table 12 displays the 1975 and projected 1990 populations and land uses for the Thousand Oaks area as assumed in the Ventura County Sub-Regional Transportation Plan - 1975.

### PROPOSED DELETIONS

#### Avenida de Los Arboles (Eastern Leg)

Currently exists as an east/west arterial from North Big Sky Drive east to about Erbes Road. The proposed deletion would extend east from Westlake Boulevard across the Simi Hills and into Los Angeles County. The road would service residential uses on the east side of Thousand Oaks and provide a direct Ventura County access to Bell Canyon. The road is shown on the City General Plan as passing through Low Density Residential uses. Outside of the Thousand Oaks Sphere of Interest the route traverses Open Space areas as defined in the County Open Space and Conservation Element. This extension is proposed for deletion from the County Circulation Element because the route is no longer warranted in the unincorporated areas due to lower population projections and because any segment built within the City of Thousand Oaks would not perform a significant regional function.

#### Avenida de Los Arboles (Western Leg)

Currently exists as a major east/west arterial between North Big Sky Drive east to Erbes Road. The proposed deletion would include existing Los Arboles west of Lynn Road as well as a proposed extension running one mile west, then turning north through Wildwood Regional Park to

TABLE 12  
DEVELOPMENT TRENDS 1975-1990  
THOUSAND OAKS GROWTH AREA

DEVELOPMENT TRENDS<sup>1</sup>

Development Factor	1975	Year 1990
Population	69,466	126,500
Land Use <sup>2</sup>		
Residential	4,871	9,908
Commercial	642	1,095
Industrial	217	656
Public Facilities	1,630	2,250
Average Daily Trips <sup>3</sup>	250,100	493,350
Jobs in Area	17,400	29,595

1 Based on 1975 Ventura County Transportation Study data.

2 In acres

3 Average Daily Trips assumed to be 3.6 trips/person/day in 1975 and 3.9 trips/person/day by 1990.

Santa Rosa Road. The proposed deletion is designated in the City General Plan as traversing Low Density Residential uses. Although Avenida Los Arboles as a whole functions as a major arterial and will remain in the County Circulation Element, the proposed deletion functions as a residential collector street which is of little or no regional significance.

#### Janss Road

Exists as an east/west arterial from Granada Drive west to about Fordham Avenue. The proposed deletion would extend Janss approximately two miles to the west to about the existing City boundary. The City General Plan designates the extension as passing through a narrow valley with Very Low Density Residential uses. The route passes near or through lands designated as undevelopable. Due to decreases in population projections, the limited service area opened up by the extension, and difficulties in construction which make construction of the road unlikely before 1990, it is proposed to delete this extension of Janss Road from the County Circulation Element.

#### Kanan Road

Currently exists as an arterial road in Los Angeles County, transitioning to a short residential collector street in Ventura County. The proposed deletion would include that part of future Kanan Drive which would run west through the City of Thousand Oaks to Westlake Boulevard. The deleted segment corresponds approximately to the east/west route of Lindero Canyon Road shown on the 1970 City General Plan. However, recent and projected development patterns make an east/west access road located further to the north more desirable (see Lindero Canyon Road addition). The proposed deletion runs through a rugged mountainous area characterized by excessive slopes, septic tank limitations and fire hazards. Although little or no development currently exists along the City boundaries, extensive development has been occurring along Westlake Boulevard and continues east. The area is designated as Urban in the County Conservation and Open Space Element and the City General Plan specifies Low Density Residential uses along the route.

#### Kimber Drive

Currently extends from Wendy Drive south and west to about Greenway Avenue at Cypress Park. The proposed deletion would extend Kimber to connect to an extension of Borchard, also proposed for deletion. The proposed deletion would have passed through Low and Very Low Density Residential uses as proposed in the City General Plan. No development currently exists along the route. Due to existing and projected land use and traffic patterns, any road which might be built along the route would not be expected to have sufficient regional significance to be included in the County Circulation Element.



### Moorpark Road

Currently exists as a major north/south arterial from the Moorpark area south to just south of Route 101. The proposed deletion would extend from Route 101 south to Potrero Road. Although the route is listed on the City General Plan, recent development patterns and projections in the area indicate that any extension which might be built would not be of sufficient regional significance to be included in the Circulation Element. The proposed deletion traverses mountainous areas, much of which is designated as Open Space in the Open Space and Conservation Element.

### Reino Road

Currently exists as a north/south arterial from Potrero Road north to Old Conejo Road. The proposed deletion would include a short northward extension of Reino and a previously planned intersection with Route 101. Due to changes in available State Highway funding, the Reino/Route 101 interchange is no longer considered a realistic possibility through 1990. This deletion simply reflects recent State planning decisions.

### Route 23

Currently exists as a State Route from Route 126 in Fillmore, south to Route 101, east on 101 to Westlake Boulevard, then south and west along Westlake into Los Angeles County. The deletion would extend the freeway leg between Moorpark and Thousand Oaks south of Route 101, connecting to Westlake Boulevard at Potrero, and continuing into Los Angeles County along the existing Westlake route. The freeway extension is proposed for deletion because changes in population forecasts and decreases in State funding for freeways. The route has never been adopted by the State Highway Commission for consideration for State funds.

### Ventu Park Road

Currently exists as a north/south arterial between Midbury Hill Road and West Hillcrest Drive. The proposed deletion would be that segment of the proposed Ventu Park extension west of the proposed interchange with Rancho Conejo Boulevard. The deletion would extend west of the interchange to connect to the Reino Road/Route 101 interchange, also proposed for deletion. Since State funds are not available for the Reino interchange, the proposed Ventu Park segment, if built, would not serve a major regional function. The land is currently vacant along the route although the City General Plan specifies industry and open space as the long range uses. Traffic which would have used the deleted segment of Ventu Park Road could use an extension of Lawrence Drive, currently proposed for addition.

## PROPOSED ADDITIONS

### Erbes Road

Currently a north/south arterial primarily connecting Olsen Road and Thousand Oaks Boulevard. The proposed addition would include that segment of Erbes between Route 23 and Olsen; the portion of the road south of Route 23 is already listed in the County Circulation Element. The addition would simply designate the remainder of Erbes which serves as an arterial as of sufficient regional significance to be included in the County Circulation Element. The additional segment is listed in the 1970 City General Plan as passing through the Sunset Hills Country Club.

### Hillcrest Drive

Currently exists as a major east/west arterial route running north of Thousand Oaks Boulevard between Westlake Boulevard and Calle Yucca. Two additional segments to the west serve as residential collector roads. The proposed addition to the County Circulation Element would designate Hillcrest Drive as a Local Road Between Westlake and Yucca. The road is designated in the City General Plan as passing through Low Density Residential uses to the east and mixed residential, commercial and public service uses to the west. The road runs adjacent to the Conejo Village Shopping Center, the City of Thousand Oaks Civic Center and the large Thousand Oaks Regional Shopping Center, presently under construction. Hillcrest Drive is proposed for inclusion in the County Circulation Element because of its present and projected regional significance in providing inter and intra-area access through Thousand Oaks.

### Lakeview Canyon Road

Currently exists as a north/south arterial road in Los Angeles County extending to Thousand Oaks Boulevard in Ventura County. The proposed addition would extend about two miles north from Thousand Oaks Boulevard up Schoolhouse Canyon then curve west to Westlake Boulevard. The route is listed in the City General Plan as passing through Very Low Density Residential Use (0 to 2.0 du/net acre). Currently little or no development exists along the proposed route. The area is designated as Urban in the County Open Space and Conservation Element. The road is proposed for inclusion in the County Circulation Element because of its regional significance in providing north/south access through the mountains in east Thousand Oaks.

### Lawrence Drive

Exists from West Hillcrest Drive north to Rancho Conejo Boulevard. The proposed addition would include all of existing Lawrence Drive. The road, not shown on the City General Plan, would pass through a large industrial park and provide increased access to the Northrop Institute of Technology. The road is proposed for inclusion in the County Circulation Element because of its role in servicing regionally significant land uses along its route.



### Lindero Canyon Road

Currently exists as an arterial road in Los Angeles County, and in a separate segment as a short dead end road to the east of Westlake Boulevard just west of the proposed Oakbrook Regional Park in Thousand Oaks. The proposed extension would continue about one mile north from the proposed intersection with Kanan Drive, turn west through the proposed Oakbrook Regional Park and continue to Westlake Boulevard. Recent and projected development trends indicate that this route would be more desirable than the previously proposed east/west extension of Kanan Drive to the south (see Kanan Drive deletion). The addition would provide access to the regional park from the east, specifically from Oak Park and Los Angeles County, and would serve low density residential uses along its route. The addition would cross Lindero Canyon and traverse a rugged mountainous area characterized by excessive slopes, septic tank limitations and fire hazards. The road is not on the 1970 City General Plan and in addition to the regional park would pass through or near Low Density residential uses and various types of open space.

### Michael Drive/West Newbury Road

Currently exists as a residential collector road from about Cay Court to Borchard Road and as a east/west frontage road from Borchard to Ventu Park Road. The proposed addition is that segment of the route between Borchard and Ventu Park. The addition services an urbanizing area proposed for various single family, Medium Density Residential (5-15 du/net acre) and commercial uses. The route is not listed in the City General Plan, although existing and proposed traffic patterns make it desirable. The road is in an urbanizing area which will make it a regional arterial by 1990.

### Old Conejo Road

Currently exists as an east/west arterial from just south of Route 101 east to Wendy Drive. The road serves as an access route between Reino Road to the west and Wendy Drive and Route 101 to the east. The road also services an extensively developed unincorporated pocket immediately to the south. Land uses along the route are largely developed as Low Density Residential uses with some future uses to include more housing to the south/west and a proposed industrial park to the north. In addition, a deleted interchange just north of Old Conejo Road at Reino and Route 101 places even more emphasis on the route as an east/west arterial, making it of sufficient regional significance to be included in the County Circulation Element.

### Pederson Road

Currently exists as an east/west residential collector between Olsen Road and Erbes Road south of Sunset Hills. The entire existing road is proposed for addition to the County Circulation Element because of its function as a major collector and its regional significance in



connecting Olsen Road and Erbes Road, both arterials already in the County Circulation Element. The City General Plan proposes that Pederson Road service Low Density Residential uses along its route. West of Route 23, development has occurred south of Pederson with relatively little development to the north. The area east of Route 23 is fully developed.

#### Rolling Oaks Drive

Currently exists in two segments running east/west between Woodpath Road and Rancho Road just south of Route 101. Rolling Oaks Drive has not been completed between Rimrock Road and Saddle Trail. The 1970 City General Plan projects a completed Rolling Oaks Drive passing through Low Density Residential uses to the east and Commercial and High Density Residential uses (15 to 30 du/net acre) to the west. The route is proposed for inclusion in the County Circulation Element because of its regional significance in improving access to existing and projected commercial activities west and north of the road.

#### Triunfo Canyon Road

Currently exists as a residential collector street from about Brigantine Circle in Los Angeles County, north/west along Westlake Lake to Townsgate Road in Ventura County. The proposed addition would designate Triunfo Canyon Road as a Local Road extending from Towngate Road south to the County line. The route is designated in the City General Plan as extending south of Hampshire Road and passing predominately through Low Density Residential uses. An industrial park is proposed between Hampshire and Towngate. Triunfo Canyon Road is proposed for inclusion in the County Circulation Element because of its regional significance as an arterial road once full development occurs in the area.

#### Unnamed Road

A proposed road between Borchard Road and Lynn Road just west of Reino Road. The road would approximately follow the existing City boundary through an area designated for Low and Very Low Density Residential and Open Space uses on the City General Plan. The road crosses an Open Space area in the County Open Space and Conservation Element; however, any future development in unincorporated areas would require annexations which would in turn override the Open Space Element. This route is designed as a north/south access route between Borchard and Lynn, both of which are listed in the County Circulation Element.

#### Wendy Drive

Currently extends from Route 101 south almost to Lynn Road. The proposed addition would extend Wendy south to Potrero Road. Wendy Road is in an urbanizing area in the Santa Monica foothills which is projected by the City General Plan for Low Density Residential uses west of the proposed addition and Open Space and land held in reserve for possible ultimate development to the east. Although the route is

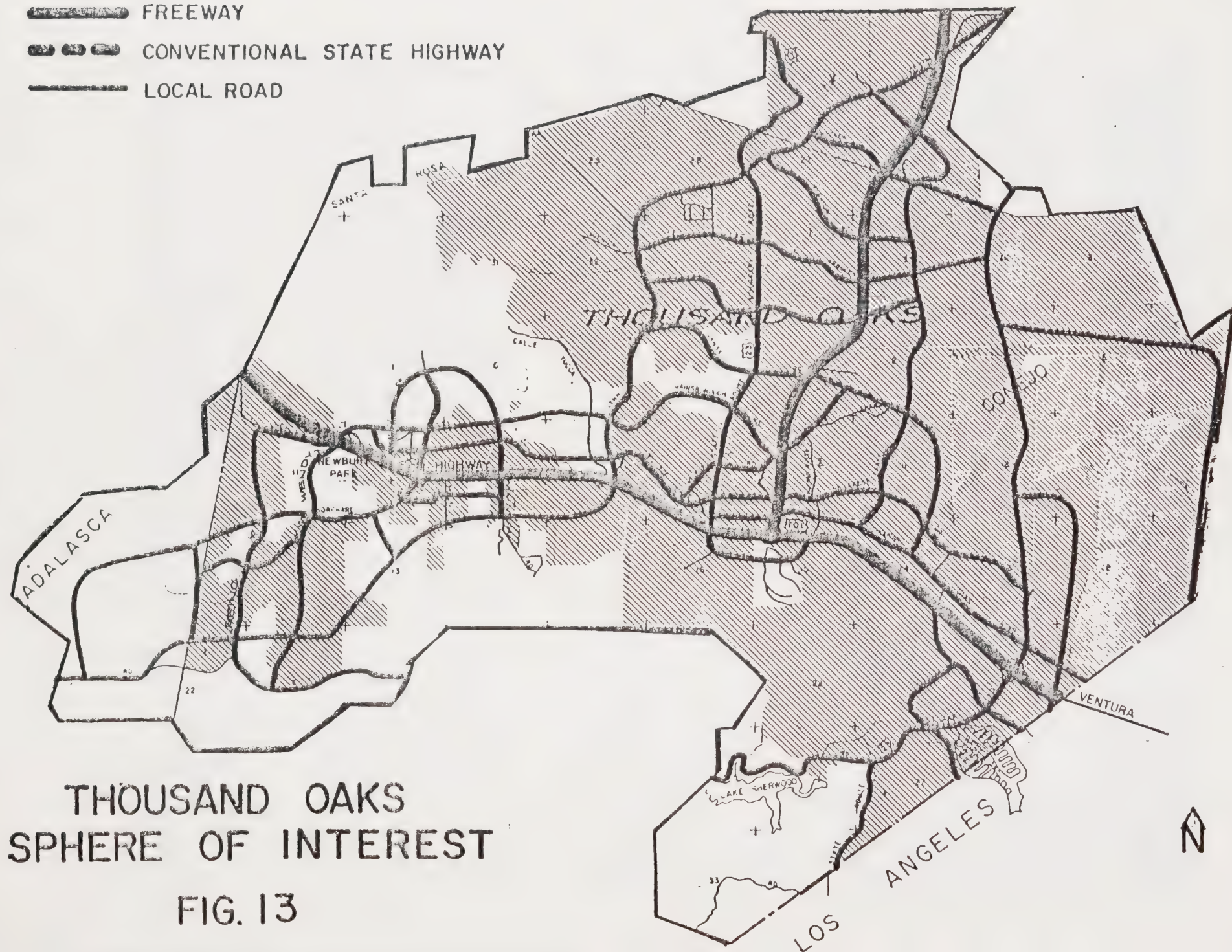
totally within Urban areas as defined in the County Open Space and Conservation Element, fingers of Open Space run along the mountain ridge which the road cuts through. Wendy Drive is designed to serve as a north/south arterial through the urban areas of the mountains.

#### West Kelly Road

Currently an unimproved mountain road running south from Borchard Road to La Cam Road, also unimproved. The proposed addition would improve Kelly and connect to Lynn Road, providing additional access through a small ridge in the Santa Monica Mountains. The road is listed on the City General Plan as passing through Very Low (0-2.0 du/net acre) and Low Density (2-4.5 du/net acre) Residential uses. Relatively little development currently exists along the route. The improved road would cross an unincorporated area which is designated as Open Space on the County Open Space and Conservation Element. However, due to the steepness of the terrain through that area, little or no development would be expected to occur in Open Space areas as a result of the road. The road is designed to improve access between urban areas and is not expected to compromise the County Open Space and Conservation Element.



-  FREEWAY
-  CONVENTIONAL STATE HIGHWAY
-  LOCAL ROAD



THOUSAND OAKS  
SPHERE OF INTEREST

FIG. 13



## VENTURA SPHERE OF INTEREST

The City of San Buenaventura 1990 population allocation for the Ventura Planning Area has been reduced from 140,000 in 1971 to 89,000 currently. The new plan emphasizes a reduction of land use policies away from the trend of urban sprawl or "leap-frog" development toward a more compact urban form emphasizing neighborhood infilling. Toward this end the city has instituted a phased development program requiring infilling of existing urban areas before outlying areas are developed.

The Preferred Amendment Alternative is designed to reflect the lower population projections and City and County policies to discourage urban sprawl. The amendment proposal eliminates previously projected roads in areas that are no longer expected to urbanize, reflects changes in funding policies, and assures that sufficient roads will exist internal to the urban area to provide for the increased gross population densities due to infilling. Figure 13 portrays the Preferred Alternative Amendment for the Ventura Sphere of Interest. As discussed in the Introduction, there are instances where a road is shown in the City Circulation Element and not in the County Circulation Element. In these cases the City Element takes precedence in incorporated areas. Table 13 displays the 1975 and projected 1990 population and land uses for the Ventura area as assumed by the Ventura County Sub-Regional Transportation Plan - 1975.

The Ventura General Plan actually displays two street systems; one which is expected to be built and completed before 1990, and a second one based on the City Engineer's Suggested Long Range System. The Engineer's system is a phantom network of major roads which "is to be used for dedication and setback purposes but not for land use decisions" in the event that land use patterns deviate from projected City plans. In describing a road's designation in the City of Ventura General Plan the road is considered to be in the network to be built before 1990 and not part of the City Engineer's System unless explicitly stated otherwise.

## PROPOSED DELETIONS

### Aliso Canyon Road

An existing road going north from Foothill Road and dead-ending about 5 miles into the hills, it currently services various homes and streets in the mountains. The existing road is proposed to be deleted from the Circulation Element because of lower population projections for its service area and because its proposed outlet, Canada Larga, has also been deleted. The road is virtually all in Open Space as defined by the County Open Space and Conservation Element and is closely surrounded by rural uses. It is beyond the 1990 urban limits of Ventura or Santa Paula and lies just north of the Santa Paula Greenbelt. Although not passing through any Agricultural Preserves, a large preserve exists just east of the road.

TABLE 13  
DEVELOPMENT TRENDS 1975-1990  
VENTURA GROWTH AREA

DEVELOPMENT TRENDS<sup>1</sup>

Development Factor	1975	Year 1990
Population	71,596	89,000
Land Use <sup>2</sup>		
Residential	4,149	4,994
Commercial	783	986
Industrial	572	741
Public Facilities	1,693	1,860
Average Daily Trips <sup>3</sup>	257,700	347,100
Jobs in Area	24,921	34,328

1 Based on 1975 Ventura County Transportation Study data.

2 In acres

3 Average Daily Trips assumed to be 3.6 trips/person/day in 1975 and 3.9 trips/person/day by 1990.

### Canada Larga Road

Currently a one to two lane road going east from State Highway 33 and dead-ending about 4.7 miles into the Transverse Range. The deleted segment would continue across the mountains to connect to Long Canyon and Aliso Canyon Roads. It was originally designed as a collector street to service development in the mountains which is no longer expected to occur. The road is not included within the latest City Comprehensive Plan and traverses Agricultural Preserves for most of its length. The County Open Space and Conservation Element lists virtually the entire area as Rural. The region is very mountainous and subject to slides, fire hazards and slope and septic tank limitations. The road is located several miles from the City.

### Johnson Drive

Currently exists as a residential collector street from Telephone Road north almost to State Highway 126 (terminating at Thille Street). It is proposed to delete plans to extend Johnson over 126 north to Telegraph Avenue. The road was originally designed as a residential arterial street providing access across the Freeway for areas with populations higher than currently expected. Although currently surrounded by agricultural uses, the proposed deletion is not adjacent to any Agricultural Preserves and is designated as an Urban area in the County Open Space and Conservation Element. The City Circulation Element places the route in the City Engineer's Long Range System. South of Telephone, the existing Johnson Drive will be extended and upgraded to Arterial status. The deleted route would have traversed an unincorporated county island surrounded by the City of Ventura. Access across, and onto Highway 126 will be provided for the area by Victoria Avenue 1/2 mile to the west and Kimball Road 1/2 mile to the east of Johnson Drive.

### Long Canyon Road

An existing unimproved road going north through Long Canyon from the end of Elizabeth Road about 1 mile into the hills north of Ventura. The deleted segment would have run south from Canada Larga, now deleted, across Foothill Road, connect to existing Long Canyon Drive just south of Telegraph Road and continue to Telephone Road. The road was designed primarily to serve as a collector street in Ventura and to provide access for developments in the mountains. New population projections do not warrant such a road although the City Circulation Element shows it in the Engineer's Long Range System should the land use commitment change. Through the mountains the road would have run between two large Agricultural Preserves in an area designed as partially Rural and partially Open Space in the County Open Space and Conservation Element. The surrounding lands in the mountains have slope, landslide, fire hazard and septic tank limitations while the southern portion of the road runs through prime agricultural lands underlain by aquifers and earthquake zones. The road is currently outside the City limits.



### Mills Road (south of Highway 101)

The deleted segment would extend south of Route 101, cross the Southern Pacific Railroad (SPRR) tracks and connect to Olivas Park Drive east of Harbor Boulevard. North of the railroad the road would have provided a developing industrial park with improved north/south access. South of the railroad the land is in agriculture and is projected to stay in agriculture by the City and the County through 1990. The deleted road would have passed just west of an Agricultural Preserve. Although not listed as part of the City Circulation Element, the route is an Arterial of the City Engineer's Long Range System should the city's commitment to agriculture change. The road was deleted because urban uses originally in its service area south of the railroad are not expected to occur before at least 1990.

### Mills Road (north of Loma Vista)

Currently exists as a three-lane collector street from Loma Vista Road south to Telegraph Road then as a four-lane arterial south of Telegraph. The deleted segment would have extended from Loma Vista north to Foothill Road. Existing land uses along the deleted route include Loma Vista Elementary School immediately to the west, a large vacant lot planned for PR-8 (average 8 du/net acre) immediately to the east, and a Mormon Church directly north along the proposed route. North of the church is an established residential neighborhood extending to Foothill. The deletion is simply to recognize that the proposed route, as well as most of the surrounding land uses, have already been developed. The City Circulation Element shows no road along the route and the only proposed change in land use is expected to be the PR-8 development to the east.

### North Bank Drive

This is a previously proposed primary road connecting Olivas Park Drive in Ventura to Palm Avenue in Santa Paula extending along the north bank of the Santa Clara River. The road does not currently exist except for a short segment at Bristol Road and one at North Bank Drive between about Montgomery Avenue and Potomac Avenue. The road would run entirely between the Santa Clara River and the Southern Pacific Railroad tracks, providing east/west access for the outlying areas of Ventura and Santa Paula. Current and projected land uses surrounding the road corridor within the Ventura Sphere of Interest include Planned Mixed Development and Agricultural uses west of Bristol and PR-8 (8 du/net acre) and Agricultural uses east to the City Comprehensive Plan boundary. The area is currently largely vacant though the City projects scattered development by 1990. There are no Agricultural Preserves in the area and the County Open Space and Conservation Element designates the route within Ventura as Urban along the Santa Clara River and as Open Space for the adjacent areas.

The City Circulation Element designates the existing segment of North Bank Drive as an Arterial which will extend east to a future extension of Petit Avenue. The remainder of the route is listed in the City Engineer's Long range System should the commitment to agricultural uses change in the future. The deleted route is outside of the City of Ventura corporate boundaries except for the segment from about Montgomery to about Petit. The road is proposed for deletion because it is not expected to be significantly extended and the short segments in existence and planned through 1990 are for local use and are not of regional significance.

#### State Freeway 257

Originally proposed to extend from the intersection of State Highway 101 and 126 south through Oxnard to just south of Wooley Road then due east across the Oxnard Plain to Lewis Road. The deleted segment within the Ventura Sphere of Interest was proposed to run approximately along the proposed Telephone Road extension then continue across the Santa Clara River into Oxnard. The freeway was designed to provide access between Ventura and west Oxnard and to relieve congestion on Routes 101 and 1 as they cross the Oxnard Plain. Due to lower population projections for the two cities and major reductions in State funding for highways, Route 257 is proposed for deletion. The State Highway Commission has never formally adopted the route of Highway 257 for funding purposes and considers the project to be deactive.

#### PROPOSED ADDITIONS

##### Bristol Road

Currently exists as a two-lane residential collector from Grand Avenue east to Johnson Drive then as a four-lane collector east to the Southern Pacific Railroad tracks. It is proposed to add existing Bristol Road between Grand and the SPRR as a Local Road to the County Circulation Element. There are no Agricultural Preserves in the vicinity and the County Open Space and Conservation Element designates the area as Urban. The City Comprehensive Plan designates the segment as a collector to be improved before 1990. Existing and future land uses are almost exclusively residential with some Agricultural Uses near the railroad. The 1990 Average Daily Trips (ADT) along this route are expected to range between 3,200 to the west and 8,200 to the east. This road, acting as a link between the major arterials of Victoria Avenue, Johnson Drive, and Kimball Road, will be expected to serve a regional transportation function.



### Loma Vista Road

Currently exists as a collector street servicing residential and commercial uses between Main Street to just east of Victoria Avenue. The road exists as a four-lane road from Main to Day Road then as a two-lane road to Victoria. The City Comprehensive Plan recognizes Loma Vista as a collector street not subject to major improvements through 1990. Existing and future land uses include scattered commercial and residential uses west of Ventura College, then exclusively residential uses east of Day Road. Most of the surrounding land is being used for its projected uses except for vacant land near Ashwood Avenue and Telegraph Place and near Day Road and Teloma Lane which is expected to be converted to residential uses. A third area, from Brent Street to Dos Caminos Street south of Loma Vista, currently in single family housing and duplexes, is expected to convert to Professional Office uses. Average Daily Trips in 1990 is expected to range between 6,000 and 13,000. The road is recommended for inclusion into the County Circulation Element because of its major role in improving east/west access through a major portion of Ventura.

### Montgomery Street

Currently exists as a collector street between Telephone Road and Bristol Avenue. It is proposed to add Montgomery Street as a Local Road to the County Circulation Element. The City Circulation Element designates the street as an existing collector from Henderson south to Cheshire Street. South of Cheshire the road is listed as a residential street. There are no Agricultural Preserves in the area and the County Open Space and Conservation Element recognizes the area as Urban. Existing and future land uses along the route are residential in nature to the east and agricultural uses to the west with some residential uses near Highway 126. A proposed Senior High School site is located west of Montgomery between Highway 126 and Tiara Street. Montgomery Street is proposed to be added to the County Circulation Element because of its role in providing north/south access to Telephone Road for most of the Serra Neighborhood in Ventura.

## PROPOSED REALIGNMENT

### Telephone Road

A realignment of a projected extension of Telephone Road west of State Highway 101 from an east/west direction to the north/south. The original alignment would have curved south to the SPRR then west, paralleling Olivas Park Drive to Harbor Boulevard. The original intent was to provide improved east/west access to the industrial park and the urban uses no longer projected south of the railroad. The current City Circulation Element leaves open the possibility of a modified east/west collector street in the Engineer's Long Range System which would connect Harbor Boulevard to a realigned Telephone Road.



The City Circulation Element and the Proposed Circulation Element Preferred Alternative Amendment proposes a north/south Arterial extension of Telephone which would extend from the existing Telephone off-ramp due south to Olivas Park Drive. The extension would serve existing and planned industrial and commercial users north of the railroad. To the south the road would divide existing and projected agricultural uses and would run between two Agricultural Preserves. While providing increased north/south access to urban uses to the north, as well as relieving anticipated traffic congestion along Main Street, the proposed extension could endanger the integrity of the existing agricultural uses. Offsetting this potential threat to these agricultural lands is the City's strong commitment to preserve agriculture south of the railroad, the existence of Agricultural Preserves in the area and County policies and the Open Space and Conservation Element which encourage continued non-urban uses in the area. Currently the route of the proposed extension is totally outside the City limits.



MAILING LIST FOR THE PROPOSED AMENDMENT

<u>Cities in Ventura County</u>	<u>Other Agencies and individuals in Ventura County</u>
City of Camarillo c/o Mathew Boden Jr.	Local Agency Formation Commission c/o Bob Braitman
City of Fillmore c/o Wes Nichols	El Rio Municipal Advisory Commission (MAC) c/o Virgil Bryan
City of Ojai c/o Michael Paige	Oak Park MAC c/o Blake Boyle
City of Oxnard c/o Gene Hosford	Ventura River MAC c/o Ann Schlange
City of Port Hueneme c/o Harold B. Wright	Moorpark Planning and Architectural Review Committee c/o Leta Yancy
City of San Buenaventura c/o John Sullard	Moorpark Community Executive Board c/o John Newton
City of Santa Paula c/o Kristin Duncan	Las Posas Citizens Committee c/o Phyllis Dwire
City of Simi Valley c/o Gregg Werner	Piru Neighborhood Council
City of Thousand Oaks c/o Phil Gatch	Ventura Ave. Neighborhood Council c/o Ann Harkcom
	Saticoy Council for Community Betterment c/o Joe Anguiano
	Oxnard Shores Community Ass'n.
	Pacific Missile Test Center c/o Rear Admiral Altwegg
	Point Mugu Naval Air Station c/o Capt. J.L. Reese
	Naval Construction Center c/o Capt. O.O. Dixon III
	Oxnard Port District c/o E. J. Millian
	Environmental Coalition c/o Laurie Chisler
	Sierra Club c/o Martin Rosenberg



Other Agencies and individuals  
in Ventura County

Fillmore/Piru Environmental League  
c/o Judy Phillips

Citizens to Preserve the Ojai  
c/o Pat Weinberger

East Ojai Valley Association  
c/o Robert Rail

League of Women Voters  
c/o Betty Taylor

Automobile Club of S. Calif  
c/o Rod Elliott

Building Indust. Association  
c/o Victor Conley

Carroll Lorbeer

Star-Free Press

Agencies outside of Ventura  
County

State of California Clearing-  
House

Southern California Assoc.  
of Governments

City of Hidden Hills

City of Los Angeles  
c/o Calvin Hamilton

County of Los Angeles  
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